APPENDIX "A"

Canada. AIR TRANSPORT BOARD

REPORT

ON

REVIEW OF LICENCES RESPECTING COMMERCIAL AIR SERVICES PURSUANT TO SECTION 13 OF THE AERONAUTICS ACT

LICENCES IN

GROUP 1—QUEBEC

OTTAWA, CANADA,
APRIL, 1947.

GROUP I - QUEBEC

ERRATA

Pages 1 & 7	-	Under Licence CTC (AT) 78 for "Baie John Beetz", read "Baie Johan Beetz"
Page 42	-	SENNETERRE Under "Radio" delete the word "Times"
Page 52	-	In the last line, for "licences" read "licenced".
Page 53	-	After "Sheldrake", for "Riviere St. Jean" read "Riviere au Tonnerre".
Page 54	-	Under flight 111, for "P.M." read "A.M."
Page 57	-	In the fourth line of the third paragraph, after the words "simply as" add the words "a flag stop and as". At the end of the second line of the last paragraph, after the words "as flag stops" add the words "or off-line points".
Page 58	-	Under Licence No. CTC (AT) 86 and CTC (AT) 87, the title "Schedule" should come after the two first lines instead of before.
Page 63	-	Under (2) after "Quebec" delete "and".
Page 71	-	In the last line of the fourth paragraph, for "apposite" read "opposite".
Page 89	-	In the ninth line of the first paragraph, before the word "bulk" insert the word "the".

GROUP I - QUEBEC

SECTION 1

(1) The licences covered by this review in Group No. 1 are as follows:

Licence No. CTC(AT)36

Operator: Quebec Airways Limited

Route: Montreal, Three Rivers, Quebec, Rimouski and Saguenay Airport, in the Province of Quebec.

Licence No. CTC(AT)78

Operator: Quebec Airways Limited

Route: Rimouski and/or Mont Joli, Matane, Forestville, Bersimis, Outardes Falls, Baie Comeau, Franquelin, Godbout, Trinity Bay, Pentecost, Shelter Bay, Clarke City, Seven Islands, Moisie, Sheldrake, Riviere au Tonnerre, Riviere St. Jean, Mingan, Havre St. Pierre, Port Menier, Baie John Beetz, Aguanish, Natashquan, Kegashka, Romaine (Gethsemani), Harrington Harbour, Tete a la Baleine, Mutton Bay, La Tabatiere, St. Augustin, Old Fort Bay, Bonne Esperance, Middle Bay, Bradore Bay, Blanc Sablon, in the Province of Quebec.

Licence No. CTC(AT)86

Operator: Canadian Pacific Air Lines, Limited

Route: Cameron Lake, Madeleine Lake, Senneterre, Waswanipi Lake, P.Q.

Licence No. CTC(AT)87

Operator: Canadian Pacific Air Lines, Limited

Route: Chamouchouane Lake, Chigobiche Lake, Dolbeau, Lac Aux Dores, Lake Bourdeau, Lake Chibougamau, Mistassini, Nikabau Lake, Opemiska Lake, Roberval, Rush Lake, St. Felicien and Wakonichi Lake, Quebec.

(2) The history of these licences is as follows:

Licence CTC(AT)36

Pursuant to the provisions of the Air Transport Act 1938, Quebec Airways Limited applied to the Board of Transport Commissioners on April 27, 1939, for a licence to operate a scheduled commercial air service, to transport passengers and goods between the terminal points St. Hubert (Montreal) and Rimouski, P.Q. and serving the intermediate points Three Rivers and Quebec City subject to suitable landing conditions.

Subsequently the Board of Transport Commissioners issued Licence No. CTC(AT)36 on July 17, 1939, to the company which authorized a scheduled commercial air service between Montreal, Quebec and Rimouski, P.Q. after supplementary application by the company the Board of Transport Commissioners amended Licence CTC(AT)36 on February 4, 1942, to include Three Rivers as a point of call and on June 17, 1943, to include Saguenay as a point of call.

On July 10, 1944, the Board of Transport Commissioners issued a new licence CTC(AT)36 in lieu of the original licence dated July 17, 1939.

Since the inception of the Air Transport Board Licence CTC(AT)36 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)78

Pursuant to the provisions of the Air Transport Act 1938, Quebec Airways Limited applied to the Board of Transport Commissioners on March 28, 1942, for a licence to operate a scheduled commercial air service, to transport passengers and goods between the terminal points Rimouski and/or Mont Joli and Matane on the south shore of the St. Lawrence River and Seven Islands, Havre St. Pierre, Natashquan, Harrington Harbour, Blanc Sablon on the north shore of the river and serving the intermediate points of call Forrestville, Bersimis, Outardes Falls, Baie Comeau, Godbout, Trinity Bay, Pentecost, Shelter Bay, Clarke City, Moisie, Sheldrake, Riviere au Tonnerre, Riviere St. Jean, Mingan, Port Menier, Baie Johan Beetz, Aquanish, Kegashka, Romaine (Gethsemani), Tete-a-la-Baleine, Mutton Bay, La Tabatiere, St. Augustin, Old Fort Bay, Bonne Esperance, Middle Bay and Bradore Bay.

Subsequently the Board of Transport Commissioners issued Licence CTC(AT)78 on July 9, 1942, to the company which authorized a scheduled commercial air service between the points named hereto.

On June 12, 1944, the Board of Transport Commissioners issued a new licence in lieu of the original licence dated July 9, 1942.

Since the inception of the Air Transport Board Licence CTC(AT)78 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence No. CTC(AT)86

Pursuant to the provisions of the Air Transport Act 1938, Canadian Pacific Air Lines Limited applied to the Board of Transport Commissioners on January 25, 1943, for a licence to operate a scheduled commercial air service, to transport passengers and goods between the terminal points Senneterre and Waswanipi Lake, P.Q. and serving the intermediate points Cameron Lake and Madeleine Lake, P.Q.

The company at the time of application pointed out that Senneterre and Waswanipi Lake were presently served by Dominion Skyways Limited under Licence CTC(AT)61 and that the present licencee had agreed to sell its assets and undertaking to the applicant and that the present service would accordingly be discontinued and the existing licence surrendered for cancellation.

Subsequently the Board of Transport Commissioners issued Licence CTC(AT)86 on May 12, 1943, to the company which authorized a scheduled commercial air service between the points named hereto.

Since the inception of the Air Transport Board Licence CTC(AT)86 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Subsequently the Board of Transport Commissioners issued their certificate on July 9, 1962, in the common form authorizing a regular service of air service between the points named herein.

On June 12, 1963, the Board of Transport Commissioners issued a new licence in lieu of the original licence dated July 9, 1962.

Since the inception of the air service Pacific Coastal Airlines Ltd. has been granted from time to time by order of the Board permits for the period of licence licences, are about to have the 12, section 12, of the aeronautics Act.

Licence is Cancelled

Further to the provisions of the Air Transport Act, 1963, Section 12(1) Pacific Air Lines Limited applied to the Board of Transport Commissioners on January 20, 1966, for a licence to operate a scheduled commercial air service, to carry passengers and goods over the terminal points Vancouver and Victoria, B.C. and between the intermediate points Sechelt and Powell River, B.C.

The decision of the Board of Transport Commissioners that Pacific Coastal Airlines Ltd. was unsuitably served by Pacific Airlines Limited under licence 12(1)(b) was that the present licence was issued to Pacific Coastal Airlines Ltd. to be suitable and that the present licence was issued to Pacific Coastal Airlines Ltd. to be suitable and that the present service would unreasonably be interfered with the existing licence authorized for consideration.

Subsequently the Board of Transport Commissioners issued licence 1963-12(1)(b) on July 12, 1967, to the company which authorizes a scheduled commercial air service between the points named herein.

Since the inception of the air transport licence licences 1963-12(1)(b) has been renewed from time to time by order of the Board pursuant to the section of Canada, pursuant to part 12, section 12, of the aeronautics Act.

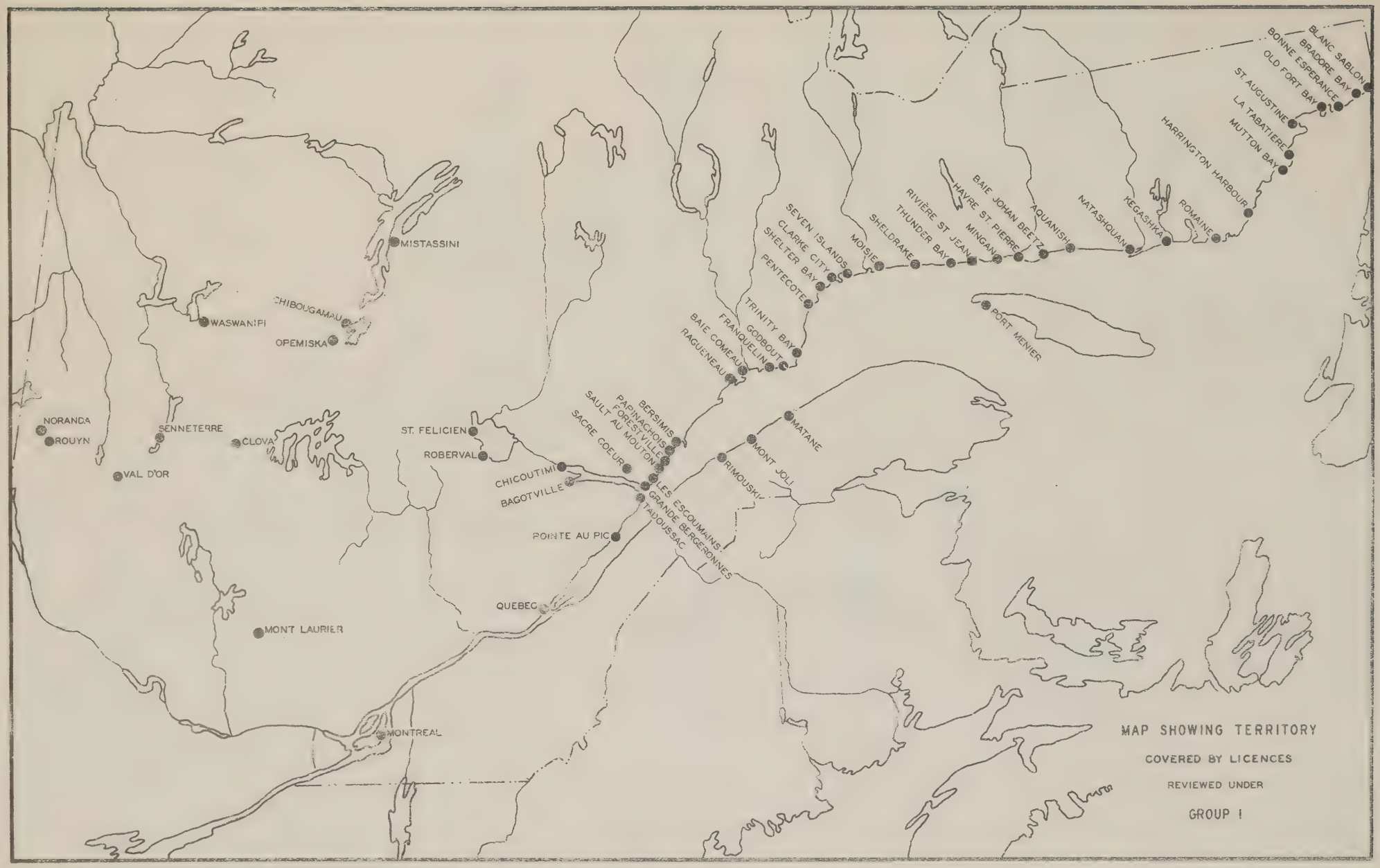
Licence No. CTC(AT)87

Pursuant to the provisions of the Air Transport Act 1938, Canadian Pacific Air Lines Limited applied to the Board of Transport Commissioners on January 25, 1943, for a licence to operate a scheduled commercial air service to transport passengers and goods between the terminal points Roberval and Mistassini, P.Q. and serving the intermediate points St. Felicien, Chigobiche Lake, Chamouchouane Lake, Nikabau Lake, Opemiska Lake Lake Chibougamau, Lac Aux Dores, Lake Bourdeau, Rush Lake, Nakonichi Lake and Dolbeau, P.Q.

The company at the time of application pointed out that Roberval and Chibougamau were presently being served by Dominion Skyways Limited under Licence CTC(AT)65 and that the present licencee had agreed to sell its assets and undertaking to the applicant and that the present service would accordingly be discontinued and the existing licence surrendered for cancellation.

Subsequently the Board of Transport Commissioners issued Licence CTC(AT)87 on May 12, 1943, to the company which authorized a scheduled commercial air service between the points named hereto.

Since the inception of the Air Transport Board Licence CTC(AT)87 has been renewed from time to time by Order of the Board, pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.


BLANC SABLON
BRADORE BAY
BONNE ESPERANCE
OLD FORT BAY
ST. AUGUSTINE
LA TABATIERE
MUTTON BAY
HARRINGTON HARBOUR
ROMAINE
KEGASHKA
NATASHQUAN
AQUANISH
BAIE JOHAN BEETZ
HAVRE ST. PIERRE
MINGAN
RIVIÈRE ST JEAN
THUNDER BAY
SHELDRAKE
MOISIE
SEVEN ISLANDS
CLARKE CITY
SHELTER BAY
PENTECOTE
TRINITY BAY
GODBOUT
FRANQUELIN
BAIE COMEAU
RAGUENEAU
PORT MENIER
MISTASSINI
CHIBOUGAMAU
WASWANIPI
OPEMISKA
NORANDA
ROUYN
SENNETERRE
CLOVA
VAL D'OR
ST. FELICIEN
ROBERVAL
CHICOUTIMI
BAGOTVILLE
SACRE COEUR
SAULT AU MOUTON
PAPINACHOIS
FORESTVILLE
BERSIMIS
LES ESCOUMAINS
GRANDE BERGERONNES
TADOUSSAC
POINTE AU PIC
QUEBEC
MONT LAURIER
MONTREAL
RIMOUSKI
MONT JOLI
MATANE
MAP SHOWING TERRITORY
COVERED BY LICENCES
REVIEWED UNDER
GROUP I

SECTION 2

Airports and Air Navigation Aids Available

Summary

(a) Airports having all facilities for twenty-four hour operation of airline medium type aircraft.

Montreal (Dorval)	C.T.C. (AT) 36
Quebec	C.T.C. (AT) 36
Mont Joli	C.T.C. (AT) 36, 78
Seven Islands	C.T.C. (AT) 78
Mingan	

(b) Airports having adequate dimensions for airline medium type aircraft but lacking full air navigation facilities.

Saguenay	C.T.C. (AT) 36
Montreal (Cartierville)	
St. Hubert	

(c) Airports having one or two all-year runways with adequate dimensions for airline medium type aircraft but lacking any air navigation facilities or lighting.

Forestville	C.T.C. (AT) 78
Baie Comeau	C.T.C. (AT) 78
Trinity Bay	C.T.C. (AT) 78
Port Menier	C.T.C. (AT) 78

(d) Airports having all-year fields, the dimensions of which are not adequate for airline medium type aircraft.

Three Rivers	C.T.C. (AT) 36
Rimouski	C.T.C. (AT) 36, 78
Windsor Mills	

(e) Seaplane bases with full facilities.

Senneterre	C.T.C. (AT) 86
Roberval	C.T.C. (AT) 87
Montreal (Longueuil)	

(f) Seaplane bases with limited facilities and anchorage only.

Havre St. Pierre	
Lac a la Tortue	
Magog	
Megantic	
Mingan	
Nomininguе	
Oskelaneo	
Rouyn	
St. Felicien	C.T.C. (AT) 87
Val Brillant	
Walker Lake	

(g) Landing Fields and Seaplane Bases with little or no facilities or for emergency use only.

Landing Fields

Bishopton	
Cap de la Madeleine	
Franquelin	C.T.C. (AT) 78
Godbout	C.T.C. (AT) 78
Grindstone	
Lac a la Tortue	
Megantic	
Pontiac	
St. Honore	
St. Johns	
St. Jovite	
Trinity Bay	C.T.C. (AT) 78

Seaplane Bases

Chibougamau	C.T.C. (AT) 87
Gaspe	
Montreal (Boucherville)	
Natashquan	C.T.C. (AT) 78
Rimouski	C.T.C. (AT) 36, 78
Seigniory Club	
Seven Islands	C.T.C. (AT) 78

Taschereau
Val d'Or

(h) Other points mentioned on the licences in this Group are undeveloped and merely afford space for the landing of seaplanes in summer and skiplanes in winter.

C.T.C. (AT) 86

Cameron Lake
Madeleine Lake
Waswanipi Lake

C.T.C. (AT) 87

Chamouchouane Lake
Chigobiche Lake
Dolbeau
Lac Aux Dores
Lake Bourdeau
Mistassini Post
Nikabau Lake
Opemiska Lake
Rush Lake
Wakonichi Lake

C.T.C. (AT) 78

Aguanish
Baie John Beetz
Bersimis
Blanc Sablon
Bonne Esperance
Bradore Bay
Clarke City
Ellis Bay
Gethsemani
Harrington Harbour
Kegashka
La Tabatiere
Matane
Middle Bay
Moisie
Mutton Bay
Old Fort Bay
Outardes Falls
Pentecost
Riviere au Tonnerre
Riviere St. Jean
Romaine
St. Augustin
Sheldrake
Shelter Bay
Tete a la Baleine
The Barachois

BAIE COMEAU Altitude 175 ft. Landing Field

Position: 5 miles W. of town

Runways: Nature crushed clamshell Dimensions 3000' x 200'

turf 2500' x 200'

Classification Under construction

Ownership Municipal

Facilities: Repairs Maintenance only Fuel (87) Oil (100 and 120)

Communication Radio, Telephone (Quebec N. Shore Telephone Co.)

Telegraph (Dom. Govt. Telegraph Service)

Passenger Facilities Fair, owned by C.P.A.L.

Taxi to town. No accommodation.

Steamship Service

Lighting Obstruction Lights

Radio C.P.A.L.Station Call Sign CY61 V/T

Frequencies 3270, 4860, 5705

Meteorology Weather information available from Mont Joli or Quebec (Ancienne Lorette) Airports.

Remarks Customs Port of Entry at Baie Comeau.

BISHOPTON Altitude 625 ft Landing Field

Position	45° 36' N. 71° 33' W.		
	22 miles EN E of Windsor Mills Airport		
Runways	Nature Turf	Dimensions	2680' x 275'
			1720' x 300'
	Classification	Usable April 15 - Nov. 1 only	
	Ownership	Dominion Gov't.	Operated by D.O.T.
		Emergency only	
Facilities	No Repairs	No Fuel or Oil	
	Communication	Telephone, Telegraph in town	
	Passenger Facilities	Highway, Railway, Taxi.	
		No accommodation at field.	
		Hotel in town.	
	Lighting	Nil	
	Radio	Nil	
	Meteorology	Nil	

CAP DE LA MADELEINE Altitude 120 ft. Landing Field.

Position	46° 23' N 72° 32' W	
	2 miles NE of city of Trois Rivieres	
Runways	Nature All way field, turf	Dimensions 2900' x 2600'
	Classification	Good
	Ownership	Municipal
Facilities	No Repairs	No Fuel or Oil
	Communication	Telephone, Telegraph in Trois Rivieres
	Passenger Facilities	None at base
		Highway, Railway
		Hotels in Trois Rivieres
	Lighting	Nil
	Radio	Nil
	Meteorology	Information by telephone from Quebec (Ancienne Lorette) or Montreal (Dorval) Airports

CHIBOUGAMAU Altitude 1241 ft. Seaplane Base

Alighting Area	Lac Dore	- NE/SW 2½ miles
	Classification	- Good, limited facilities, anchorage
	Break up	- May 15
	Freeze up	- Nov.
	Ownership	- Private, unlicensed
Facilities	Fuel	
	Dock	- Fair to poor - privately owned
	Communication	- Radio - D.O.T. owned
	Passenger Facilities	- Nil
		No Post Office
	Lighting	- Nil
	Radio	- D.O.T. Call Sign CZ2T
		Frequencies 126, 2726, 5810 Point to Point 4860, 5810 Ground to Aircraft
		Times Continuous

FORESTVILLE Altitude 320 ft. Landing Field

Position	1 mile N.W. of village		
Runways	Nature	Soft earth and sand	Dimensions 2000' x 300' 2500' x 300'
	Classification	Under Construction	
	Ownership	Municipal	
Alighting Area (Seaplanes)	River - Fair		
Facilities	No Repairs	No Fuel	
	Communication	Radio, Telegraph in Village	
	Passenger Facilities	Fair, owned by C.P.A.L.	
		Taxi to village, Highway, Railway	
		Very limited accommodation in village	
	Lighting	Nil	
	Radio	C.P.A.L. Station Call Sign CZ5C W/T	
		Frequencies 5705	
		Times 1300 - 2200 local zone time, daily except Sundays from Dec. 15 to April 15	
	Meteorology	Nil	

FRANQUELIN Altitude 420 ft. Landing Field

Position	Air Nav. Chart	Gaspe
	49° 20' N.	67° 51' W.

Runways	Nature	Soft earth and sand Dimensions 4000' x 300'
	Classification	Poor
	Ownership	Municipal (Quebec North Shore Paper Co.)

Facilities	No Repairs	No Fuel or Oil
	Communication	Radio (C.P.A.L.), Telegraph in village
	Passenger Facilities	None at base Taxi to village Limited accommodation at village
	Lighting	Nil
	Radio	C.P.A.L. Station Call Sign VY9Q W/T
		Frequencies 3270, 4860, 5705
		Times 1300 - 2200 local zone time daily except Sunday
	Meteorology	Nil

GASPE | Altitude S.L. | Seaplane Base

Position	1.2 miles ESE of town		
Alighting Area	Gaspe Harbour	NE/SW 2 miles	
		NW/SE 4 miles	
	Gaspe Basin	Ample in all directions	
	Classification	Poor	Choppy in NW winds strong swell in E. winds
	Ownership	Dom. Gov't.	Operated by D.O.T.
	Break up	May 15	
	Freeze up	Dec. 1	
Facilities	No Repairs	No Fuel or Oil	
	Beaching	Ramp, Wharf, Dock	
	Communication	Telephone, Telegraph	
	Passenger Facilities	Fair Highway, Railway, Steamer, Busline Accommodation available at base.	

GODBOUT Altitude 100 ft. Landing Field

Position	1 mile W. of town	
Runways	Nature compacted earth and gravel	Dimensions 3000' x 300' (one only)
	Classification	Poor
	Ownership	Municipal. St. Regis Pulp and Paper Co.
Facilities	No Repairs	No Fuel or Oil
	Communication	Telegraph (Dom. Govt. Service), Telephone to Trinity Bay (St.Lawrence Pulp and Paper Co.)
	Passenger Facilities	Fair, owned by C.P.A.L. Taxi Very limited accommodation in town Boat service.
	Lighting	Nil
	Radio	Nil
	Meteorology	Nil

GRINDSTONE Altitude 20 ft. Landing Field

Position	2.4. miles NNW of town	
Runways	Nature	All way hard sand field Dimensions 9000' x 3500'
	Classification	Poor
	Ownership	Prov. of Quebec Operated by MCA
Facilities	No Repairs	Fuel (87) Oil (100)
	Communication	Radio, Telephone
	Passenger Facilities	Poor Taxi to Grindstone Hotel in town
	Lighting	Flare Path on advance notice
	Radio	M.C.A. Station Call Sign CH5K W/T
		Frequencies Recs. 4755, 2258 Trans. 4755 Schedule on request
	Meteorology	Information by telephone from Marconi Radio Station

HAVRE ST. PIERRE Altitude 150 ft. Seaplane Base

Alighting Area	Eskimo Harbour	NNE/SSW 2 miles
		WNW/ESE 2 miles
	Classification	Good, sheltered, limited facilities, anchorage
	Break up	March 21
	Freeze up	Dec. 1
Facilities	No repairs	Fuel (87) Oil (100 and 120)
	No docks	
	Communication	Radio (C.P.A.L.), Telegraph (Dom. Govt.)
	Passenger Facilities	Poor, owned by C.P.A.L.
		Horse and sleigh, dog team, boat service
		Very limited accommodation in village
	Lighting	Nil
	Radio	C.P.A.L. Station Call Sign CY6J W/T
		Frequencies 3270, 4860, 5705
		Times 1300 - 2200 during winter season only
	Meteorology	Nil

LAC A LA TORTUE — Altitude 434 ft. — Landing Field, Seaplane Base

Position	3 miles E of Grandmere			
Runways	Nature	hard sand and turf	Dimensions	3400' x 250' (one only)
	Classification	Fair		
	Ownership	(Consol. Paper Co.) Operated by C.P.A.L.		
Alighting Area	N/S	1.1 miles	NE/SW	2.3 miles
	E/W	1.1 miles	SE/NW	1.0 miles
	Classification	Good		Limited facilities, anchorage
	Break up	April 25		
	Freeze up	Dec. 1		
Facilities	Minor Repairs	Fuel (87)	Oil	(80, 100, 120)
	Slipway, dock, hoist			
	Communication	Radio, telephone, telegraph in town		
	Passenger Facilities	None at base Taxi, Highway, Railway Very limited accommodation at field Hotels at Grandmere		
	Radio	C.P.A.L. Station	Call Sign CY2H	W/T
		Frequencies 3270, 4860, 5705 On request only		
	Lighting	Nil		
	Meteorology	Nil		

MAGOG Altitude 683 ft. Seaplane Base

Position	Lake Memphremagog S.W. of town	
Alighting Area	N/S 2 miles	
	E/W 1.5 miles	
	Classification	Good Limited Facilities, Anchorage Few logs, deadheads Shoals at N. end lake
	Break up	May 1
	Freeze up	Nov. 1
Facilities	Docks, refuelling possible at dock	
	Communication	Telephone, Telegraph
	Passenger Facilities	Hotels in town

MEGANTIC | Altitude 1450 ft. | Landing Field
Seaplane Base

Position	1 mile N. of Megantic			
Runways	Nature	Turf with solid base	Dimensions	3000' x 300'
				2600' x 300'
				2550' x 300'
	Classification	Poor		
	Ownership	Dom. Gov't.	Operated by D.O.T.	
Alighting Area	Lake Megantic	NNW/SSE	4.5 miles	
		WNW/ESE	2 miles	
	Classification	Good, limited facilities, anchorage		
	Break up	May 1		
	Freeze up	Nov. 1		
Facilities	Very minor Repairs	Fuel (87, 100)	Oil 100 (H50)	
	Dock			
	Communication	Radio, Teletype, Telephone		
	Passenger Facilities	Fair Railway, Highway, Hotels in Megantic		
	Lighting	Rotating Beacon Boundary Lights - clear Range Lights - green Obstruction Lights Flare Path on request Course Beacon (red) 1.5 miles east, flashing "dash" signals		
	Meteorology	Class C Teletype Reporting Station		

MINGAN — Altitude 71 ft. — Landing Field / Seaplane Base

Position	Air Nav. Chart	Clark City - Mingan
	50° 17' N.	64° 09' W.
Runways	Nature Asphalt	Dimensions 5000' x 150'
		5000' x 150'
	Classification	Good
	Ownership	Dom. Gov't. Operated by U.S.A.A.F.
Alighting Area	Mingan Harbour	WNW/ESE 1 mile
		ENE/WSW 1 mile
	Mingan Channel	Unlimited
	Classification	Sheltered, limited facilities, anchorage Fair
	Break up	Mar. 21
	Freeze up	Dec. 1
Facilities	No Repairs	Fuel (100) Oil (60, 80 and 100)
	Communication	Radio, Telephone, Telegraph at Mingan
	Passenger Facilities	Limited accommodation at field Private houses at Mingan Highway, Boat.
	Lighting	Hi-way Flares on 20 minutes' notice Red Flares on both sides of runway Smoke Pots every 200 ft. Flood Lights
	Radio Range	Call Sign WYQM W/T
		Frequencies Recs. 3105, 4495, 6210 Trans. 212
	Control Tower (on request only)	Frequencies Recs. 3105, 4495, 6210, 116.1 Mc/s Trans. 278, 116.1 Mc/s.
	A.A.C.S. (on request only)	Frequencies Recs. 2890, 126.18, 126.16 Trans. 2890, 126.18, 126.16
	Meteorology	Class D Radio Reporting Station

MONT JOLI | Altitude 172 ft. | Landing Field

Position	1 mile N. of Mont Joli	
Runways	Nature Asphalt	Dimensions 4300' x 150'
		4000' x 150'
		4000' x 150'
	Classification	Good
	Ownership	Dom. Gov't. Operated by D.O.T.
Facilities	No Repairs	Fuel (87, 90, 100) Oil 80 (L50), 100 (H 50) and 120
	Communication	Telephone (Lower St. Lawrence Telephone Co.), Radio W/T, Teletype, Telegraph at Mont Joli, (C.N.R.)
	Passenger Facilities	Good, owned by C.P.A.L.
		Highway, Railway, Hotels
	Lighting	Flare Path on 1 hour's notice
	Radio	C.P.A.L. Station Call Sign CF2Z
		Frequencies 3270, 4860, 5705
	Radio Range	Call Sign VFBZ W/T
		Frequencies Recs. 3105, 4495, 6210 Trans. 338
	Meteorology	Class C Teletype Reporting Station

MONTREAL (Boucherville) Altitude 17 ft. Seaplane Base

Position	9 miles NNE of Montreal	
	1.2 miles N of Boucherville	
Alighting Area	St. Lawrence River	030° - 210° Mag. 1.5 miles
	(E. of Islands)	060° - 240° Mag. 1.5 miles
	Classification	Good, limited facilities, anchorage
	Break up	May 1) Usable May 15 - Nov. 15
	Freeze up	Dec. 1)
	Ownership	Operated by D.O.T.
Facilities	No Repairs	No Fuel or Oil
	Docks	No other beaching facilities
	Communication	Telephone, Telegraph
	Passenger Facilities	None at base
		Taxi, Busline, Railway.
		No accommodation, Hotels in Montreal
	Lighting	Flare Path on 3 hours' notice
	Radio	Nil
	Meteorology	Information by Telephone from Montreal (Dorval) Airport

MONTREAL (Cartierville) Altitude 111 ft. Landing Field

Position	4 miles W. of Montreal			
Runways	Nature	Asphalt	Dimensions	3650' x 100'
				4250' x 200'
				3400' x 150'
	Classification	Good		
	Ownership	Dom. Gov't.	Operated by D.O.T.	
Facilities	Repairs (From Curtiss-Reid Flying Service Ltd.) Fuel (73, 80, 87, 90 and 100), Oil All grades			
	Communication	Telephone (Bell Telephone Co.), Telegraph (C.N. & C.P.) in Montreal		
	Passenger Facilities	Good Taxi, Street-cars, Hotels in Montreal		
	Lighting	Nil		
	Radio	Control Tower		
		Frequencies	Recs. 3105, 6210 Trans. 271	
	Meteorology	Information by Telephone from Montreal (Dorval) Airport		

MONTREAL (Dorval) Altitude 103 ft. Landing Field

Position	7 miles W.S.W. of Montreal		
Runways	Nature Asphalt	Dimensions	5270' x 200'
			5000' x 200'
			5000' x 200'
	Classification	Good	
	Ownership	Dom. Gov't.	Operated by D.O.T.
Facilities	Major Repairs, all types	Fuel (87, 90)	Oil (100, 120)
	Communication	Radio, W/T & C/W (D.O.T.), Telephone (Bell Telephone Co.), Teletype, Telegraph (C.N. & C.P.)	
	Passenger Facilities	Good, owned by D.O.T. Highway, Railway, St. Lawrence Waterway Hotels in Montreal	
	Lighting	Rotating Beacon Approach Lights (amber) to runways 1, 24, 6 & 10. Contact Lights Clear Range Lights Green Obstruction Lights Lighted Wind Tee	
	Radio Range	Call Sign VFO W/T	
		Frequencies	Recs. 3105, 3117.5, 6210 Trans. 248
	Control Tower	Frequencies	Recs. 3105, 3117.5, 4495, 6210 Mc/s 116.1, 126.18 Trans. Mc/s 278, 116.1, 126.18 and Airline Frequencies
		SBA (on request)	Runway 10
	Meteorology	Class A. Central Independent Forecast Station.	

MONTREAL (Longueuil) Altitude 40 ft. Landing Field
Seaplane Base

Runways	Nature Asphalt	Dimensions 3000' x 100' (one only)
	Classification	Good
	Ownership	Fairchild Aircraft Ltd.
Alighting Area	St. Lawrence River	
	(E. of Island) (Light Float Planes)	NNE/SSW 1.6 miles
	(W. of Island) (watch for nav. buoys)	NE/SW 3 miles
		NNW/SSE 0.8 miles
	Pick up Fairchild Channel buoys 114° Mag. from light buoy No. 177M.	
	Classification	Good Full facilities, Shallow rocky bottom near shore. Smooth water at all times.
	Break up	May 1
	Freeze up	Dec. 1
Facilities	Maintenance, Minor and Major Repairs	Fuel (80, 90, 100) Oil (100)
	Moorings	Two buoys, ramp, hoist, dock - owned by Fairchild Aircraft Ltd.
	Communication	Telephone, Telegraph in Longueuil
	Passenger Facilities	None at base Highway, Railway No accommodation at base Hotels in Longueuil, Montreal
	Lighting	Nil
	Radio	Call Fairchild
		Frequencies Recs. 3105, 3492.5 Trans. 3492.5
		Times Day and on request only
	Meteorology	Information available by telephone from Montreal (Dorval) Airport.

NATASHQUAN Altitude S.L. Seaplane Base

Alighting Area	Gulf of St. Lawrence	West of town
	NE/SW	2 miles
	NW/SE	2 miles
	NNE/SSW	1.9 miles
	Classification	Poor, exposed to SW winds
	Break up	June 1
	Freeze up	Jan. 1
Facilities	No dock	No Fuel or Oil
	Communication	Telegraph (Dom. Govt.)
	Passenger Facilities	None
		Boat Service

NOMININGUE Altitude 812 ft. Seaplane Base

Position	46° 24' N	75° 00' W
Alighting Area	Lake Nomininguе	NE of town
	NNW/SSE	2 miles
	NE/SW	2 miles
	ENE/WSW	4 miles
	Classification	Good Limited facilities, anchorage Good sea conditions, sheltered, ample depth
	Break up	Mar. 30
	Freeze up	Nov. 1
Facilities	Wharf, refuelling is possible at wharf	
	Machine Shop in town	
	Communication	Telephone, Telegraph
	Passenger Facilities	Fair Road, Railway Hotel in town

OSKELANEO Altitude 1335 ft. Seaplane Base

Position	48° 07' N	75° 12' W	
Alighting Area	Oskelaneo Lake	NE/SW	2 miles
		E/W	1.5 miles
	Classification	Good	Limited facilities, anchorage Sand bottom, rocks, booms, deadheads
	Break up	May 15	
	Freeze up	Nov. 1	
Facilities	Dock, refuelling possible at dock.		
	Communication	Telegraph	
		Railway	
	Passenger Facilities	None	

PONTIAC Altitude 240 ft. Landing Field

Position	1 mile N of Ottawa River		
	3 miles SW of Quyon		
Runways	Nature Turf	Dimensions	3100' x 400'
			3500' x 400'
	Classification	Good	Usable in Summer only. Emergency only
	Ownership	Dom. Gov't.	Operated by D.O.T.
Facilities	No Repairs	No Fuel or Oil	
	Communication	Telephone (in Summer), Telegraph in Quyon	
	Passenger Facilities	None Highway, Railway No accommodation at field.	
	Lighting	Nil	
	Meteorology	Nil	

QUEBEC (Ancienne Lorette) Altitude 235 ft. Landing Field

Position	1 mile S. of Ancienne Lorette			
	8 miles W. of Quebec City			
Runways	Nature	Asphalt	Dimensions	2950' x 150'
				3600' x 150'
				3000' x 150'
	Classification	Good		
	Ownership	Dom. Gov't.	Operated by D.O.T.	
Facilities	Repairs	Maintenance	Fuel (87)	Oil 80 (L50) and 120
	Communication	Radio W/T (D.O.T.), Telephone (Bell Telephone Co.), Teletype, Telegraph (C.N. & C.P.)		
	Passenger Facilities	Good, owned by C.P.A.L. Railway, Highway Limited accommodation at field Hotels in Quebec City		
	Lighting	Rotating Beacon Code Beacon flashing "QC" Contact Lights Obstruction Lights Portable Electric Flare Path Lighted Wind Tee		
	Radio Range	Call Quebec Radio	Call Sign	VFFQ W/T
		Frequencies	Recs.	3117.5, 3105, 6210
			Trans.	230
	Meteorology	Class C Teletype Reporting Station		

RIMOUSKI | Altitude 78 ft. | Landing Field
Seaplane Base

Position	1 mile N.E. of town	
Runways	Nature Turf	Dimensions 2200' x 100' (one only)
	Classification	Good
	Ownership	Dom. Gov't. Operated by D.O.T.
Alighting Area	St. Lawrence River	(Rimouski Road)
		E - W 1 mile
		St. Lawrence River Unlimited
	Classification	Poor, limited facilities, anchorage
	Break up	Mar. 21
	Freeze up	Dec. 1
Facilities	Minor Repairs	Fuel (87) Oil (100 and 120)
	Wharves	
	Communication	Radio, Telephone, Telegraph in town
	Passenger Facilities	Good Railway, Hotels in Town, Highway, Bus, Taxi
	Lighting (Field)	Flood Lights Flare Path
	Radio	C.P.A.L. Station Call Sign CZ7Q W/T
		Frequencies 3270, 4860, 5705
		Times 1200 - 2400 local zone time
	Meteorology	Class C Teletype Reporting Station

ROBERVAL Altitude 322 ft. Seaplane Base

Alighting Area	Lake St. John	Unlimited. Under rough water conditions medium type seaplanes can alight inside breakwater.
	Classification	Good, full facilities
	Break up	May 10) Usable May 10 to Nov. 1
	Freeze up	Nov. 1) Dec. 20 to April 5
	Ownership	Private, license held by C.P.A.L.
Facilities	Minor Repairs	Fuel (87) Oil (100 and 120)
	Docks	Good, owned by Province of Quebec
	Communication	Radio, Telephone (Saguenay Telephone Co.), Telegraph (C.N.R.)
	Passenger Facilities	Adequate, owned by C.P.A.L. Railway, Hotels, Highway, Taxi
	Lighting	Nil
	Radio	C.P.A.L. Station Call Sign VY8U W/T
		Frequencies 3270, 4860, 5705
		Times 1300 - 2200 local zone time
	Meteorology	Available through D.O.T. Services

ROUYN Altitude 947 ft. Seaplane Base

Position	48° 15' N	79° 01' W	
Alighting Area	Osisko Lake	N/S	1 mile
		ENE/WSW	1.5 miles
	Classification	Fair	Limited facilities, anchorage
	Break up	May 15	
	Freeze up	Dec. 1	
Facilities	Fuel and Oil available on advance notice		
	Slipway, Beach		
	Machine Shop in town		
	Communication	Telephone and Radio at Rouyn, Telegraph	
	Passenger Facilities	Fair Railway, Road	

SAGUENAY Altitude 516 ft. Landing Field

Position	5 miles W of Bagotville			
	8 miles SE of Chicoutimi			
Runways	Nature	Asphalt	Dimensions	4000' x 150'
				4975' x 150'
				4000' x 150'
	Classification	Good		
	Ownership	Dom. Gov't.	Operated by D.O.T.	
Facilities	Maintenance Repairs	Fuel and Oil by arrangement from C.P.A.L.		
	Communication	Radio, Telephone (Saguenay Telephone Co.) Telegraph (C.N.R.), Teletype		
	Passenger Facilities	Good, owned by C.P.A.L. Railway, Hotels, Highway, Taxi		
	Lighting	Rotating Beacon Flare Pots Obstruction Lights		
	Radio	C.P.A.L. Station Call Sign CK 9Q W/T		
		Frequencies 3270, 4860, 5705		
		Times 1300 - 2100 local zone time		
		C.P.A.L. 100 w. beacon 269 Kcs Call Sign CBJ		
	Meteorology	Class C Teletype reporting station		

ST. FELICIEN Altitude 333 ft. Seaplane Base

Position	48° 39' N.	72° 26' W	
Alighting Area	Ashaupmouchouan River (E. of Bridge)		
	Classification	Good	Limited facilities, anchorage
	Break up	May 15	
	Freeze up	Dec. 1	
Facilities	Communication	Telephone, Telegraph	
	Passenger Facilities	Poor Hotel at St. Felicien Railway, Road, Taxi.	

ST. HONORE | Altitude 500 ft. | Landing Field

Position	7 miles NW of Chicoutimi			
	2 miles ESE of town of St. Honore.			
Runways	Nature	Asphalt	Dimensions	4200' x 150'
				4200' x 150'
				5100' x 150'
	Classification	Good	Usable May 15 - Nov. 1	
	Ownership	Dom. Gov't.	Operated by D.O.T.	
Facilities	No Repairs	No Fuel or Oil		
	Communication	Telephone, Telegraph in town		
	Passenger Facilities	None Highway, Taxi, Road Hotels in Chicoutimi		
	Lighting	Nil		
	Meteorology	Nil		

ST. HUBERT — Altitude 90 ft, — Landing Field

Position	7 miles E. of Montreal		
Runways	Nature Asphalt	Dimensions	4700' x 150'
			3100' x 150'
			3650' x 150'
	Classification	Good	
	Ownership	Dom. Gov't.	Operated by R.C.A.F.
Facilities	Maintenance and Minor Repairs		Fuel (80, 87, 100) Oil (60, 80, 100)
	Communication	Radio, Telephone, Telegraph, Teletype	
	Passenger Facilities	None Railway	
	Lighting	Rotating Beacon Portable Electric Flare Path on 1 hour's notice Obstruction Lights	
	Radio	Control Tower	
		Frequencies	Recs. 3017.5, 3105, 4495, 6210 Trans. 3027.5, 212
	Meteorology	Class B dependent forecast station Short flight forecasts	

ST. JOHNS — Altitude 132 ft. — Landing Field

Position	2.5 miles SW of town			
Runways	Nature	Asphalt	Dimensions	2450' x 100'
				2650' x 100'
				2450' x 100'
	Classification	Good		
	Ownership	Dom. Gov't.	Operated by D.O.T.	
Facilities	No Repairs	No Fuel or Oil		
	Communication	Telephone, Telegraph in town		
	Passenger Facilities	Good Highway, Railway Hotels in Town		
	Lighting	Nil		
	Radio	Nil		
	Meteorology	Nil		

ST. JOVITE | Altitude 790 ft. | Landing Field

Position	Air Nav. Chart	Parent - Three Rivers
	46° 10' N	74° 34' W
	1.5 miles N. of town, immediately S of Lake Ouimet	
Runways	Nature Turf	Dimensions 3250' x 200'
		1875' x 125'
		2000' x 125'
	Classification	Fair Private, Usable all year Limited facilities and anchorage for seaplanes, using Lake Ouimet, with hoist for conversion to wheels
	Ownership	Gray Rocks Inn Ltd.
Facilities	Limited Repairs	Fuel and Oil available in limited quantity
	Communication	Telephone, Telegraph
	Passenger Facilities	Good Highway, Railway, Bus Hotel - Gray Rocks Inn
	Lighting	Nil
	Radio	Control Tower
		Frequencies Recs. 3300 Trans. 3300 On request only
	Meteorology	Information by telephone from Montreal (Dorval) Airport

SEIGNIORY CLUB Altitude 131 ft. Seaplane Base

Position	45° 39' N	74° 55' W
Alighting Area	Ottawa River	E/W 6 miles
	Classification	Poor Limited Facilities, anchorage Private Seaplane Port Shoal water along S. shore opposite wharf
	Break up	May 1
	Freeze up	Dec. 1
Facilities	Mooring, Boat Basin, Private Buoy	
	Slipway	Fuel available
	Communication	Telephone, Telegraph

SENNETERRE Altitude 990 ft. Seaplane Base

Alighting Area	Bell River	020° - 200° Mag. 2 miles
	Lac Parent	110° - 290° Mag. 3 miles
	Other Directions	Unlimited
	Classification	Fair, limited facilities, anchorage
	Break up	May 1
	Freeze up	Nov. 10
	Ownership	Private, to be licensed for C.P.A.L.
Facilities	Minor Repairs	Fuel (87) Oil (100 and 120)
	Docks	Fair, owned by C.P.A.L.
	Communication	Private - Radio, Telephone (Northern Telephone Co.), Telegraph (C.N.R.)
	Passenger Facilities	Adequate, owned by C.P.A.L.
		Railway, Hotels, Highway, Taxi
	Lighting	Nil
	Radio	C.P.A.L. Station Call Sign CL23
		Frequencies 3270, 5705, 4860
		Times
	Meteorology	Available through D.O.T. Services

SEVEN ISLANDS — Altitude 180 ft. — Landing Field, Seaplane Base

Position	Air Nav. Chart	Clarke City - Mingan		
	50° 13' N.	66° 16' W.		
Runways	Nature	Concrete	Dimensions	6000' x 200'
		Concrete		6000' x 200'
		Turf		6000' x 200'
		Concrete		6000' x 150'
	Classification	Good		
	Ownership	Dom. Gov't.	Operated by D.O.T.	
Alighting Area	Bay of Seven Islands	3 m. x 3 m.	any direction	
	Classification	Poor, exposed to N and E winds Very limited facilities, anchorage		
	Break up	May 1		
	Freeze up	Nov. 10		
Facilities	Repairs	C.P.A.L.	7 miles away	No Fuel or Oil
	Communication	Landline, Radio		
	No Dock			
	Passenger Facilities	Good Taxi, Highway Accommodation Limited		
	Lighting (Field)	Portable Electric Flare Path Flare Pots on 30 minutes' notice Obstruction Lights		
	Radio Range	Call Sign VFEL W/T		
		Frequencies	Recs. 3105, 4148, 6210 Trans. 251	
	Meteorology	Class D Radio Reporting Station		

SEVEN ISLANDS (Commercial) Altitude 15 ft. Landing Field

Position	1 mile N.W. of town		
Runways	Nature	Soft Sand	Dimensions 2800' x 200' 3000' x 200'
	Classification	Poor	
	Ownership	C.P.A.L.	
Facilities	No Repairs	Fuel (80, 87) Oil (100, 120)	
	Communication	Radio (C.P.A.L.), Telephone, Telegraph in town	
	Passenger Facilities	Good, owned by C.P.A.L. Taxi to town Road Very limited accommodation in town	
	Lighting	Flare path on two hours' notice	
	Radio	C.P.A.L. Station Call Sign CY6K W/T	
		Frequencies 3270, 4860, 5705	
		Times 1300 - 2200 local zone time except Sundays	
	Remarks	Use in emergency only	

TASCHEREAU Altitude 997 ft. Seaplane Base

Position	48° 39' N	78° 41' W
Alighting Area	Robertson Lake (S. of R.R. bridge)	
	N/S 2 miles	
	NW/SE 1 mile	
	NE/SW 1.3 miles	
	Classification	Fair Limited facilities, anchorage
		Calm water, rocks visible at low water level
	Break up	April 15
	Freeze up	Dec. 1
Facilities	Dock	Refuelling possible at dock
	Communication	Telephone, Telegraph
	Caution:	Rocks and deadheads

TRINITY BAY Altitude 125 ft. Landing Field

Position	1½ miles S. of village	
Runways	Nature Firm Sand	Dimensions 3600' x 300' (one only)
	Classification	Fair
	Ownership	Municipal (St. Lawrence River Paper Mills)
Facilities	No Repairs	No Fuel or Oil
	Communication	Radio (C.P.A.L.), Telegraph in town
	Passenger Facilities	Good Taxi to town Limited accommodation in town
	Lighting	Nil
	Radio	C.P.A.L. Station Call Sign CH8L W/T Frequencies 3270, 4860, 5705 On request only
	Meteorology	Nil
	Remarks	Summer only In Winter compacted strip on river used by ski planes.

VAL BRILLANT Altitude 515 ft. Seaplane Base

Position	48° 32' N.	67° 34' W.	
Alighting Area	Matapedia Lake		
	Any direction	2 miles x 10 miles	
	Classification	Good	Limited facilities, anchorage,
	Ownership	Operated by C.P.A.L.	
	Break up	May 15	
	Freeze up	Dec. 1	
Facilities	Emergency fuel (87)	and Oil (120) available	
	Dock		
	Communication	Telephone, Telegraph	
	Passenger Facilities	Good Taxi, Railway, Hotel	

VAL d'OR Altitude 970 ft. Seaplane Base

Position	48° 07' N	77° 51' W
Alighting Area	Lake Dubaisson	
	Any direction	5 miles
	Classification	Fair Limited facilities, anchorage, Scattered rocks near S. shore
	Break up	May 15
	Freeze up	Nov. 1
Facilities	Private Seaplane Port	
	Dock	Fuel
	Communication	Telephone
	Road to Val d'Or is open in Winter	

WALKER LAKE Altitude 300 ft. Seaplane Base

Position	50° 08' N.	67° 34' W	
Alighting Area	Walker Lake		
	020° / 200° Mag. 18 miles		
	Classification	Good	Limited facilities, anchorage
	Ownership	Operated by C.P.A.L.	
	Break up	May 24	
	Freeze up	Oct. 25	
Facilities	Minor Repairs	Fuel (87)	Oil (120)
	Sandy Beach	3 Buoys	
	Communication	Telephone, Telegraph, Radio	
	Passenger Facilities	None Road Limited accommodation Small Hospital at Shelter Bay	

Note: High hills on each side of lake, avoid take-off and alighting across lake. Shoals are marked by orange buoys.

WINDSOR MILLS — Altitude 812 ft. — Landing Field

Position	Air Nav. Chart	Ottawa - Montreal
	45° 31' N.	72° 02' W
	4 miles SW of town	
Runways	Nature	All way turf field
	Dimensions	2500', 2600' 2600', 3000'
	Classification	Good — Intermediate Airport
	Ownership	Dom. Gov't. — Operated by D.O.T.
Facilities	No Repairs	No Fuel or Oil
	Communication	Telephone, Telegraph in town
	Passenger Facilities	Fair Highway, Railway Hotels in town
	Lighting	Rotating Beacon Obstruction Lights Lighted Wind Tee
	Radio	Nil
	Meteorology	Information available by telephone from Montreal (Dorval) Airport

SECTION 3

SERVICES RENDERED

The service rendered under the existing licences as at September 24, 1946, is as follows:

LICENCE NOS. CTC (AT) 36 and 78

In these licences 40 different points are named. During the summer season, 6 points receive regular scheduled service and 34 receive no service at all. During the winter season, 11 points receive regular scheduled service, 26 receive service as flag stops, 1 receives service as an off-line point, and 2 receive no service at all. 2 points are not served at all winter or summer.

Schedule

Montreal - Quebec - Saguenay - Mont Joli - Baie Comeau - Seven Islands

Read Down 106 Exc. Sun. PM	116 Mon. Fri. PM	102 Mon. Wed. Fri. PM	102 Exc. Sun. AM	114 Exc. Sun. AM		Eastern Standard Time		101 Exc. Sun. AM	113 Exc. Sun. AM	115 Mon. Fri. PM	105 Mon. Wed. Fri. PM	Read Up 105 Exc. Sun. PM
9:15			11:00		Lv.	Montreal	Ar.	10:30				8:40
fø			fø			Three Rivers		fø				fø
10:20			12:05		Ar.	Quebec	Lv.	9:20				7:30
			12:20		Lv.	Quebec	Ar.					7:15
			1:10		Ar.	Saguenay	Lv.					6:25

Read Down 106 Exc. Sun. PM	116 Mon. Fri. PM	102 Mon. Wed. Fri. PM	102 Exc. Sun. AM	114 Exc. Sun. AM		Eastern Standard Time		101 Exc. Sun. AM	113 Exc. Sun. AM	115 Mon. Fri. PM	105 Mon. Wed. Fri. PM	Read Up 105 Exc. Sun. PM
		1:30			Lv.	Saguenay	Ar.				6:05	
		@ø				Forestville					@ø	
		2:40			Ar.	Mont Joli	Lv.				4:55	
		2:50		8:00	Lv.	Mont Joli	Ar.		11:15		4:45	
				@ø		Rimouski			@ø			
				@ø		Forestville			@ø			
		3:10		8:30	Ar.	Baie Comeau	Lv.		10:45		4:25	
	3:15				Lv.	Baie Comeau	Ar.			3:00		
	fø					Godbout				fø		
	fø					Trinity Bay				fø		
	fø					Shelter Bay				fø		
	4:45				Ar.	Seven Islands	Lv.			1:30		
PM	PM	PM	PM	AM				AM	AM	PM	PM	PM
✱	⁄	x	x	⁄				✱	⁄	⁄	x	x

f - Flag Stop
ø - Subject to landing conditions
@ - Licences off-line point

Equipment - Twin-engined land planes:
✱ - Lockheed Lodestar
x - Douglas DC-3
⁄ - Douglas, Canso or Rapide

It will be observed that the following points are not served on the above schedule:

Matane	Aguanish
Bersimis	Natashquan
Outardes Falls	Kegashka
Franquelin	Romaine
Pentecost	Harrington Harbour
Clarke City	Tete a la Baleine
Moisie	Mutton Bay
Sheldrake	La Tabatiere
Riviere St. Jean	St. Augustin
Riviere St. Jean	Old Fort Bay
Mingan	Bonne Esperance
Havre St. Pierre	Middle Bay
Port Menier	Bradore Bay
Baie Johan Beetz	Blanc Sablon

These points are served only during the winter season, and for the winter season 1945-46, the following schedules were in effect (see next two pages):

Winter Service

Montreal - Quebec, Saguenay - Mont Joli - Baie Comeau - Seven Islands

Read Down												Read Up	
106	104	112	108	102	114			107	101	113	111	103	105
Exc.	Exc.	Exc.	Mon.-	Mon.-	Exc.			Mon.-	Mon.-	Exc.	Exc.	Exc.	Exc.
Sun.	Sun.	Sun.	Fri.	Fri.	Sun.			Fri.	Fri.	Sun.	Sun.	Sun.	Sun.
PM	PM	AM	AM	AM	AM			AM	AM	PM	PM	PM	PM
7:15	12:45			9:20		Lv.	Montreal		11:35			6:25	9:35
fø	fø			fø			Three Rivers		fø			fø	fø
8:15	1:45			10:20		Ar.	Quebec	Lv.	10:30			5:20	8:30
	1:55		10:40			Lv.	Quebec	Ar.	10:15			5:10	
	2:45		-			Ar.	Saguenay	Lv.	-			4:20	
			fø				Forestville		fø				
			11:55			Ar.	Mont Joli	Lv.	♯(8:00)				
		8:15	12:05		8:00	Lv.	Mont Joli	Ar.		3:00	10:00		
		f			@		Rimouski			@	f		
		MfO					Outardes				MfO		
		MfO					Bersimis				MfO		
		9:00					Forestville				9:15		
					@		Matane			@			
			12:30		8:25	Ar.	Baie Comeau	Lv.	8:45	2:30			
					9:00	Lv.	Baie Comeau	Ar.		1:30			
					Mf		Franquelin			Mf			
					Mf		Godbout			Mf			
					Mf		Trinity Bay			Mf			
					Mf		Pentecost			Mf			
					Mf		Shelter Bay			Mf			
					Mf		Clarke City			Mf			
					11:00	Ar.	Seven Islands	Lv.		11:30			
PM	PM	AM	PM	AM	AM			AM	AM	AM	AM	PM	PM

M - Receives daily mail-drop en route of flight.
O - Optional whether mail dropped on outward or incoming circuit.
@ - Licenced Off-line point.

f - Flag Stop
ø - Subject to landing conditions.
♯ - Via Trip #114 to Baie Comeau.
Equipment - Twin Engine Landplanes.

Winter Service

Seven Islands - Havre St. Pierre - Port Menier - Natashquan - Harrington - Blanc Sablon

Read Down 118-B Every 2nd Fri. # AM	118 Tue. Fri. AM				117-A Fri. % only PM	117 Tue. only PM	Read Up 117-B Every 2nd Sat.* PM
	6:30	Lv.	Seven Islands	Ar.	1:00	2:30	1:00
	f∅		Moisie		f	f	f
	f∅		Sheldrake		f	f	f
	f∅		Riviere au Tonnerre		f	f	f
	f∅		Riviere St. Jean		f	f	f
	f∅		Mingan		f	f	f
	8:00	Ar.	Havre St. Pierre	Lv.	11:30	1:00	11:30
			Havre St. Pierre	Ar.		12:45	
			Port Menier	Lv.		12:15	
			Port Menier	Ar.		12:01	
			Havre St. Pierre	Lv.		11:30	
	8:30	Lv.	Havre St. Pierre	Ar.	11:00	11:00	11:15
	f∅		Baie Johan Beetz		-	f	f
	f∅		Aguanish		-	f	f
	9:30	Ar.	Natashquan	Lv.	10:00	10:00	10:15
10:00		Lv.	Natashquan	Ar.			9:45
f∅			Kegashka				f
f∅			Romaine				f
f∅			Harrington Harbour				f
f∅			Tete a la Baleine				f
f∅			Mutton Bay				f
f∅			La Tabatiere				f
f∅			St. Augustin				f

Read Down 118-B Every 2nd Fri. # AM	Read Down 118 Tue. Fri. AM			117-A Fri. % only PM	117 Tue. only PM	Read Up 117-B Every 2nd Sat.ϟ PM	
10:00		Lv.	Ar.			9:45	
fø		Old Fort Bay				f	Service to and
fø		Bonne Esperance				f	from points shown
fø		Middle Bay				f	above subject to
fø		Bradore Bay				f	landing conditions
1:45 PM	AM	Ar. Blanc Sablon	Lv.	AM	AM	6:00 AM	

- Will only operate on following dates:
% - Will NOT operate on following dates:
ϟ - Will only operate on Saturdays following dates mentioned below:
Dec. 14, 28 - Jan. 11, 25 - Feb. 8, 22 - Mar. 8, 22 - April 5, 19.

Equipment: Twin Engine Skiplane

f - Flag Stop
ø - Receives mail drop en route of flight

All of the points named in these Licences Nos. CTC (AT) 36 and 78 receive service as set out in the above schedules, with the exception of Three Rivers, Rimouski, Forestville, Godbout, Trinity Bay and Shelter Bay.

Three Rivers is indicated as a flag stop "subject to landing conditions" in both the September 24th and winter schedules. The airport at Three Rivers, however, is inadequate to permit landing at that point of the large aircraft now in use between Montreal and Quebec, and it is consequently not, in fact, being served.

In the schedule in effect September 24, 1946, above set out, Rimouski is shown as an off-line point with service "subject to landing conditions"; in the winter service schedule above set out, it is shown simply as an off-line point. It appears, however, that in the winter of 1946, large aircraft which could not be landed on the Rimouski airport were placed on this route and that, since that time, this point has not, in fact, been receiving any service.

Forestville, Godbout, Trinity Bay, and Shelter Bay are also shown in the schedule in effect September 24, 1946, as flag stops subject to landing conditions. These points, however, actually have not been receiving any service during the summer months. Except when frozen, the condition of the fields at these points is such that aircraft cannot land and they, therefore, in fact, have been receiving service only during the winter season.

LICENCE NO. CTC (AT) 86

Schedule

Of the 4 points named in this licence, 2 receive regular scheduled service and 2 are served as flag stops.

Senneterre, Que. - Waswanipi Lake, Que.

Read Down 151 15th day each month				Read Up 152 15th day each month
AM				AM
8:00	Lv.	Senneterre	Ar.	11:15
f	Ar.	Cameron Lake	Ar.	f
f	Ar.	Madeleine Lake	Ar.	f
9:30	Ar.	Waswanipi Lake	Lv.	9:45
AM				AM

Equipment: Single Engine Seaplane and/or Skiplane Fairchild or Norseman.

f - Flag Stop

All of the points named on this licence are served as indicated on the schedule.

LICENCE NO. CTC (AT) 87

Schedule

In this licence 13 points are named. Of these, 2 receive regular scheduled service and 11 are served as flag stops.

Roberval, Que. - Mistassini, Que.

Read Down 153 15th day each month				Read Up 154 15th day each month
AM				PM
8:00	Lv.	Roberval	Ar.	1:45
f	Ar.	St. Felicien	Ar.	f
f	Ar.	Dolbeau	Ar.	f
f	Ar.	Chigobiche Lake	Ar.	f
f	Ar.	Chamouchouane Lake	Ar.	f
f	Ar.	Nikabau Lake	Ar.	f
f	Ar.	Lake Chibaugamau	Ar.	f
f	Ar.	Lake aux Dores	Ar.	f

f	Ar.	Opemiska Lake	Ar.	f
f	Ar.	Lake Bourdeau	Ar.	f
f	Ar.	Rush Lake	Ar.	f
f	Ar.	Wakonichi Lake	Ar.	f
10:45 AM	Ar.	Mistassini	Lv.	11:00 AM

Equipment: Single Engine Seaplane and/or Skiplane.

f - Flag Stop

All of the points named on the above licence are served as indicated on the schedule.

"Flag stops" and "Off-line points" are defined in the Board's Directive covering service schedules, as follows:

Flag stops are points on the normal scheduled route of the aircraft at which stops will be made only upon request. Such stops will be made upon request of passengers carried in the aircraft, or when goods are to be delivered. When traffic is to be picked up at such points a stop will be made only upon receipt by the aircraft of signals indicating that a stop is requested, or by suitable arrangements made with the air carrier prior to the departure of the aircraft on its scheduled flight.

Off-line points are points situated off the normal scheduled route of the aircraft. Stops will be made at such points only upon request of passengers carried in the aircraft, or when goods are to be delivered. If traffic is to be picked up at such points, a stop will be made only when arrangements are made therefor sufficiently in advance to enable the aircraft to be diverted from its normal route.

SECTION 4

AIR SERVICES IN AREA OTHER THAN THOSE UNDER REVIEW

The following air carriers have applied for and have been granted a licence or a favourable decision by the Air Transport Board as of the 31st December 1946, to operate -

(A) Scheduled Commercial Air Service: Nil -

(B) Non-scheduled between Specific Points:

Name of Air Carrier	Points Served	Decision	Licence No.
Wheeler Air Lines Limited	St. Jovite - Ste. Agathe and Montreal (Dorval Airport)		36/46(NS)

(C) Non-scheduled Charter from Designated Base:

Name of Air Carrier	Base	Decision	Licence No.
Wheeler Air Lines Limited	Mont Tremblant (Gray Rocks Airport)		8/45(C)
Canadian Pacific Air Lines Limited	Roberval		16/46(C)
Quebec Airways Limited	Baie Comeau		17/46(C)
Quebec Airways Limited	Mont Joli		18/46(C)
Quebec Airways Limited	Montreal (Dorval Airport)		28/46(C)
Canadian Pacific Air Lines Limited	Senneterre		29/46(C)
Northern Wings Co. Ltd.	Seven Islands		32/46(C)
Mont Laurier Aviation Co., Ltd.	Mont Laurier		38/46(C)
Air Services (Canada) Limited	Montreal (Boucherville Airport)		42/46(C)
Arthur Fecteau	Senneterre		44/46(C)

Name of Air Carrier	Base	Decision	Licence No.
Gold Belt Air Service Ltd.	Rouyn (Osisko Lake)		64/46(C)
William Isaac Hall	Val d'Or		72/46(C)
Curtiss-Reid Flying Service Ltd.	Montreal (Dorval or Cartierville Airport)		73/46(C)
Quebec Airways Limited	Seven Islands		78/46(C)
Wheeler Air Lines Ltd.	Clova		80/46(C)
Hugh Lanctot	Dore Lake		94/46(C)
Hugh Lanctot	St. Felicien		95/46(C)
Canadian Aeromotive Ltd.	Montreal (Cartierville Airport)		102/46(C)
St. Lawrence Airways Ltd.	Riviere Du Loup		105/46(C)
Service D'Aviation Charlevoix	Bergeronnes		106/46(C)
Aircraft Industries of Canada Ltd.	Montreal (Cartierville Airport)	Mar. 22/46	
La Sarre Air Services Ltd.	La Sarre	Dec. 20/46	

SECTION 5

SURFACE TRANSPORTATION FACILITIES

In order to determine the various surface transportation facilities available to the public, the area covered by this group of licences is broken down into the following five sub-divisions:

(1) Montreal - Quebec and Bagotville (Chicoutimi)

(2) Montreal - Quebec, Rimouski and Mont-Joli

(3) Montreal - Quebec and North Shore

(4) South Shore to North Shore

(5) Northwestern Quebec.

The surface transportation facilities in each of the above divisions, by type of agency, are summarized as follows:-

(1) Montreal - Quebec and Bagotville (Chicoutimi)

(a) Water

Seasonal Steamship operation is maintained for express package freight by the Canada Steamship Lines, Limited, between Montreal, Three Rivers and Quebec, on a daily overnight basis, from the opening of navigation on the St. Lawrence, usually in the last week of April or the first week of May, until the close of navigation towards the end of November.

A passenger and a freight service is also operated, on a daily basis, by the Canada Steamship Lines between Montreal and Bagotville (Chicoutimi), with the first sailing around the first of June and the last trip at the end of September. This service makes calls at Sorel, Three Rivers, Quebec, Murray Bay, St. Simeon and Tadoussac. The elapsed time from Montreal to Bagotville is 26½ hours.

(b) Rail

Between Montreal and Quebec, nine passenger trains are operated in each direction, daily except Sunday, and in addition, a tri-weekly service is maintained between Montreal and Quebec via Shawinigan Falls and Garneau. The shortest time consumed in traval by rail between Montreal and Quebec is four hours, on the direct route of the C.P.R. The services operated by the Canadian National, via the South Shore, necessitating the use of the ferry between Levis and Quebec, take somewhat longer, and again, the service via Garneau is still much slower. Sunday services consist of eight trains in each direction.

From Montreal and Quebec to Chicoutimi, one daily through service is operated in each direction, with sleeping-car facilities. In addition, a tri-weekly day train is operated from Quebec to Chicoutimi for coach passengers.

(c) Highway

No co-ordinated through bus service is operated between Montreal and Chicoutimi. A through service is maintained between Montreal and Quebec, on a frequency of four round trips per day, and between Quebec and Chicoutimi on a frequency of three round trips per day in the summertime and two round trips per day in the spring and fall.

In addition to the above, a secondary service is operated via Murray Bay, necessitating a transfer at that point. The frequency is one round trip per day, and very few people use this route, as it is circuitous from Murray Bay to St. Simeon along the south shore of the Saguenay River to Bagotville and Chicoutimi. None of these services is operated in the winter time.

(d) Tractor

There are no tractor or snowmobile services operated between the points included in this sub-area.

(2) Montreal - Quebec, and Rimouski and Mont Joli

(a) Water

No water services are operated between Montreal and Quebec to Rimouski and Mont Joli.

(b) Rail

The rail services consist of three daily through trains operated in each direction between Montreal and the Maritime Provinces, with stops at Levis, Rimouski and Mont Joli. In addition, the Canadian National operates a local train in each direction between Quebec and Campbellton, daily except Sunday.

Also operated on a frequency of daily except Sunday, by the Canada & Gulf Terminal Railway between Matane and Mont Joli, are local trains making connections with the through services mentioned in the previous paragraph.

(c) Highway

No through highway passenger service is maintained between Montreal and Mont Joli. In addition to the highway services enumerated, between Montreal and Quebec, buses are operated from Quebec to Riviere du Loup on a frequency of three round trips per day, between Riviere du Loup and Rimouski on a frequency of two round trips per day, and between Rimouski and Matane on a frequency of one round trip per day. The roads are not kept open in the wintertime. The highway services are, therefore, only available from about the middle of April till the end of November.

(d) Winter Tractor Service

Beginning this winter, a through snowmobile service will be available from Rimouski to Matane and beyond in Gaspe County on a frequency of approximately one round trip per day, for the movement of passengers and light express shipments.

(3) Montreal - Quebec and North Shore

(a) Water

Regular freight and passenger services from Montreal and Quebec to points on the North Shore are maintained by the Clarke Steamship Co. Ltd., from approximately the 1st May to the 15th November. Three distinct services are operated, as follows:-

(i) Weekly sailings from Montreal on Tuesdays to Quebec, Baie Comeau, Seven Islands and Havre St. Pierre.

(ii) Fortnightly sailings from Montreal on Wednesdays, with calls at Quebec, Baie Comeau, Seven Islands, Thunder River, Mingan, Havre St. Pierre, Natashquan, and a stop being made at Clarke City on the return trip.

(iii) Fortnightly sailings from Montreal on Wednesdays, with calls at Quebec, Havre St. Pierre, Natashquan, Harrington, Tabatiere and Blanc Sablon.

An additional service is operated by the Sept Iles Trader from Montreal and Quebec for freight only, on a frequency of two trips per month, between Montreal and Seven Islands, with calls at Pentecost, Trinity Bay, and Baie Comeau. The service is operated during the navigation season, usually from the end of April to the middle of November.

During the months of December and March, the Bras d'Or Navigation Co. Ltd., a subsidiary of the Clarke Steamship Co. Ltd., operates a service from Quebec to Havre St. Pierre, with calls at St. Simeon, Tadoussac, Grandes Bergeronnes, Escoumains, Baie Comeau and all ports up to and including Havre St. Pierre.

(b) Rail

The end of rail on the North Shore of the St. Lawrence is at Murray Bay, P.Q. The service beyond Quebec is operated six days a week, on a frequency of one round trip per day.

(c) Highway

No co-ordinated through highway service is operated from Montreal or Quebec to points on the North Shore of the St. Lawrence. Beyond Murray Bay a bus service is available on a frequency of one trip per day in each direction, to Baie Ste. Catherine where a ferry crosses the Saguenay to Tadoussac, and thence the service extends to Baie Laval. Generally speaking, the condition of the road between Forestville and Baie Comeau is very poor, and no regular bus or truck service is operated on a strictly scheduled basis. In the town of Baie Comeau a local bus service is operated on a frequency of three trips per hour, from 6:40 A.M. to 12:20 A.M., summer and winter.

(d) Winter Tractor Service

A snowmobile service is operated from Baie Comeau to Murray Bay, on a frequency of three trips per week in each direction. This service is for passenger traffic and light express goods.

(4) South Shore to North Shore

(a) Water

During the navigation season, i.e., from mid-March to the end of November, La Compagnie de Transport du Bas St. Laurent Ltée (a subsidiary of Clarke Steamship Company) operates three vessels in the following services:

Day	Sailing From	Destination
Monday and Thursday (The return trip from the above points is made on Tuesdays and Fridays)	Rimouski	Baie Comeau, Franklin, Godbout, Trinity Bay, Pentecost, Shelter Bay, Seven Islands, Clarke City
Wednesday and Saturday (Return trip the same day)	Rimouski	Baie Comeau
Monday, Wednesday, Thursday, Saturday (Return trip the same day)	Rimouski	Forestville
Tuesday and Friday (Return trip the same day)	Rimouski	Bersimis, Ragueneau
Monday and Thursday (Return trip the same day)	Matane	Baie Comeau, Franklin, Godbout
Tuesday and Friday (Return trip on Wednesdays and Saturdays)	Matane	Baie Comeau, Franklin, Godbout, Trinity Bay, Egg Island, Pentecost, Shelter Bay, Seven Islands, Clarke City.

During the months of January and February, the Bras d'Or Navigation Co. Ltd., operates from Pointe au Pic to Seven Islands, Clarke City, Shelter Bay, Pentecost, Trinity Bay, Godbout, Franklin, Baie Comeau, Forestville, Escoumains, Grandes Bergeronnes, Tadoussac and St. Simeon. Sailings are made approximately every ten days, depending upon the condition of the ice at the various harbours.

(5) Northwestern Quebec

(a) Water

There are no water services from either Senneterre or Roberval to the points under review in Northwestern Quebec.

(b) Rail

No rail services are operated in the territory covered by the licences under review. However, the rail services to the pivotal points are as follows:

To Senneterre: from Montreal, Quebec and Toronto, daily except Sunday. Two through trains are operated from Montreal and Quebec, whereas passengers from Toronto must change at Noranda.

To Roberval: Two daily trains and one daily except Sunday operate in each direction between Roberval and Chambord, to make connections with through trains operated between Montreal, Quebec and Chicoutimi.

The Canadian National Railways received authority in 1946 to construct a branch-line from Barraute, located 20 miles west of Senneterre, to Kiask Falls on the Bell River, approximately 55 miles north. The prime purpose of this construction is to provide pulpwood to the Canada Paper Company at Windsor Mills in the Eastern Townships of the Province of Quebec, and also to open up to colonization an area reported to be adaptable to mixed farming. Mining interests look upon this new construction as a first link to establish rail transportation between Chibougamau and the National Transcontinental Railway.

(c) Highway

Senneterre may be reached by highway from either Montreal, Ottawa, or Toronto. A bus service is operated on the basis of two round trips per day between Montreal and Val d'Or, connections being made for passengers whose destination is Senneterre. A similar service via Noranda is available to highway passengers from Toronto. From Ottawa, a daily bus service of one round trip connects with the Montreal - Val d'Or service at Grand Remous, north of Mont Laurier. There are no direct highway connections between Senneterre and Quebec City.

There are no highways of any consequence north of the railway line in the territory under review. From Roberval to the Chibougamau district the Province of Quebec has begun building a highway which should be completed early in 1948.

A bus service operates between Dolbeau and Jonquiere, via Roberval, on a frequency of two round trips per day. Connections are made at Jonquiere with other bus operators for Chicoutimi and Quebec City.

(d) Winter Tractor Service

No snowmobile or tractor services are available to the public from either Senneterre or Roberval to points under review.

The above recital covers all the surface transportation services operated by the various agencies. It should be pointed out that between Bagotville, Chicoutimi and the Lake St. John district there is no direct rail, highway or water service to such points on the south shore as Rimouski, Mont Joli and Matane, nor to any points on the north shore east of St. Simeon. In other words, to go from Chicoutimi to Mont Joli it is necessary to travel by highway to St. Simeon, and thence by ferry to Riviere du Loup, connecting at that point with bus or rail services to other points in the eastern part of the Province of Quebec. From Bagotville to the north shore, a traveller must first of all reach Tadoussac, either by boat in the summertime or by highway and ferry from Baie Ste. Catherine, and thence by highway to Baie Comeau. As indicated in the above review, the condition of the highway is rather poor, and the bus service performed thereon is not very reliable.

SECTION 6

ECONOMIC CHARACTERISTICS

The area covered by the licences under review embraces, first of all, a large industrial section, secondly, an extended coastline of nearly 700 miles in length, and lastly, a mining area of some 20,000 square miles. To make a proper evaluation of the economic characteristics of the whole area a breakdown of the study into three geographical divisions will be made as follows:

Montreal - Quebec - Chicoutimi - Rimouski and Mont Joli

North Shore of the St. Lawrence from Tadoussac to Blanc Sablon

Northwestern Quebec

(1) GENERAL REVIEW OF AREA

Montreal

Montreal roughly extends for some 7 miles along the St. Lawrence River and northwards from the River also for about 7 miles. The city proper has an area of 50 square miles, while Montreal Island is 32 miles long by some 9 miles wide.

Montreal is Canada's largest city and its most important trading centre, both for wholesale and retail sales. The population of Montreal proper has increased from 620,000 in 1921 to 903,000 in 1941. Greater Montreal, on the other hand, which includes such municipalities as Verdun, Outremont, Westmount, Lachine, etc., within a 25-mile radius, has shown an increase in population from 850,000 in 1921 to 1,290,000 in 1941. In this respect it is interesting to note that the population of Greater Montreal is in excess of the entire population of the Maritime Provinces. Two-thirds of the population of Montreal is of French origin.

As an indication of the volume of retail trade in Montreal, latest statistical data shows that there are 5,400 food stores with a sales value of nearly $110,000,000, 1,800 clothing establishments with a sales value of $45,000,000, and 2,000 staple goods establishments with a sales volume of $65,000,000.

The gross production of manufacturing in Montreal exceeds that of any other city in Canada, as well as the gross pay of wage-earners.

Among the most important manufacturing concerns, whose main establishments are located in Montreal, the following should be mentioned: Canadian Car and Foundry, Dominion Bridge, Dominion Engineering Works, Northern Electric, RCA Victor, Canadian Marconi, Imperial Tobacco, Dominion Rubber, Dominion Textiles, etc.

In Montreal also are located the head offices of some of the largest corporations in Canada, such as the two railway systems, the Bell Telephone Company, the Sun Life Insurance Company, and five of Canada's foremost banking concerns. In this city are also exchange facilities for stocks and bonds, and for certain commodities, of which furs are the most important.

The supremacy of Montreal springs from its natural advantages. It is Canada's foremost seaport and probably the world's largest inland seaport, being located nearly 1,000 miles from the Atlantic Ocean, to which it has access during nearly 8 months of the year. The harbour facilities are up-to-date and fully developed. In 1945 over 9,000,000 tons of cargo and 150,000 passengers made use of the facilities. The preponderance of cargo traffic is outbound, with wheat being the most important commodity handled. In 1945, the number of bushels of wheat shipped from Montreal was in excess of 102,000,000. Approximately 25% of all Canada's exports and imports passes through Montreal.

In Montreal are located some 50 hospitals which can accommodate over 10,000 patients, making it the centre of the medical profession for the Province of Quebec. Montreal is also an important educational centre, for within its boundaries are located the larger of the two English-speaking universities of the Province as well as the foremost French-speaking university.

Montreal is fast becoming the most important air centre in Canada. World-wide international air organizations, such as the Provisional International Civil Aviation Organization and the International Air Transport Association, have established their permanent headquarters in this city.

Quebec City

Quebec City, located some 150 miles east of Montreal on the St. Lawrence River, is the second-largest city in the Province of Quebec. Its present population, predominantly of French origin, is about 176,000. Its location on the steep banks of the St. Lawrence, and its glamorous historical background has caused it to intrigue the imagination of tourists from all parts of the world, with the result that its tourist movement has now developed to considerable proportions.

Quebec City is the seat of the Provincial Parliament of the Province, and of the head of the Roman Catholic Church for all Canada. It has a French-speaking university which is continually growing in importance.

Quebec is a wholesale distributing centre for such areas as the lower St. Lawrence, Beauce, Abitibi and Lake St. John. Its manufacturing activity is mostly made up of plants engaged in the production of shoes, cigarettes, furs, clothing, pulp and paper, etc.

Quebec City is endowed with modern harbour facilities for seagoing traffic, and boasts one of the largest inland docks capable of accommodating ships in excess of 40,000 gross tons. The volume of cargo handled in the harbour in 1945 amounted to approximately 1,900,000 tons, the preponderance of the traffic being inbound and made up mostly of coal and pulpwood. Grain handled through the terminal elevators constitutes 50% of the outbound traffic and amounted to approximately 30,000,000 bushels in 1945.

In Quebec and its vicinity are also located important shipyards engaged in the contruction of deep sea and coastwise vessels, as well as repairs of ocean-going steamers. One of Canada's most important dry docks is located at Lauzon, apposite Quebec City.

Chicoutimi

Chicoutimi is the centre of gravity of Lake St. John, which boasts the most important power development of the Province as well as the largest aluminum plant in Canada. It is the gateway to the extensive lumber operations of Lake St. John, in the immediate vicinity of Dolbeau, Roberval, and St. Joseph d'Alma. The agricultural exports from Lake St. John consist mainly of cheese and blueberries. Nearly 20% of the cheese production of the province comes from this area as well as 73% of the blueberries.

Rimouski and Mont Joli

Rimouski and Mont Joli are the main distributing centres of goods for points located on the north shore of the St. Lawrence. As noted in another section of this report, it is the main terminal on the south shore for the steamship lines serving the towns and villages of the north shore. Mont Joli, located some 18 miles by highway from Rimouski, is not so industrialized and is primarily a railroad centre.

The following table enumerates the important economic characteristics of the above-mentioned points; the data shown is inclusive of all points located within a 25-mile radius of each city.

Economic Characteristics - 1941

		Montreal	Quebec City	Chicoutimi	Rimouski and Mont Joli
Population	(No.)	1,282,446	286,909	72,950	39,522
Retail Sales	($1000)	471,656	75,875	18,185	5,875
Retail Sales per Capita	($)	368	264	249	149
Wholesale Sales	($1000)	1,486,902	129,889	6,897	2,830
Postal Revenues	($1000)	6,919	1,119	139	72
Manufacturing - Gross Production	($1000)	1,074,644	91,181	67,931	4,306
Wage-Earners	(No.)	421,437	71,129	17,303	6,348
Earnings of Wage-Earners	($1000)	381,732	53,759	15,878	3,245
Average Earnings	($)	906	756	918	511
Telephones	(No.)	220,332	34,128	4,723	4,928
Telephones per 1,000 Population	(No.)	171.8	119.0	64.7	124.7
Motor Vehicles	(No.)	108,366	19,007	3,723	1,456
Motor Vehicles per 1,000 Population	(No.)	84.5	66.2	51.0	36.8

From the above table it may be concluded that the five cities mentioned, with their respective immediate trade areas within the 25-mile radius, represented in 1941, 51% of the population of the Province of Quebec, 70% of the retail sales, 94% of the wholesale trade, 76% of the telephones, 58% of the motor vehicles, and 67% of the manufacturing production.

North Shore

This region extends from the mouth of the Saguenay River at Tadoussac to Belle Isle Strait at Blanc Sablon, the last settlement on the Labrador - Quebec frontier. The shore line is close to 700 miles long, and inland the region covers the whole of the Saguenay County. The entire population in 1946 was estimated at 30,000 people. Practically all of this population lives on the shore line, as indicated in the following table:

	Population
Western Section	
Tadoussac - Ste. Anne de Portneuf	8,000
Central Section	
Forestville - Seven Islands	13,200
Eastern Section	
Riviere au Tonnerre - Blanc Sablon (incl. Anticosti)	8,000

The growth of the population of Saguenay County since 1911 according to census data was as follows:

Year	Population
1911	12,900
1921	14,700
1931	19,600
1941	26,400

The population being wholly located along the shore line, its density is better expressed in the number of inhabitants per mile of shore-line, which in 1941 stood at approximately 38. From Havre St. Pierre eastward that density drops to below 10 inhabitants. The greater part of the population is rural, and mostly of French origin (83% in 1941). There is only one town in the whole county, Baie Comeau, and three villages, Grandes Bergeronnes, Sacre Coeur and Tadoussac. These three villages are located in the western section of the shoreline.

The following table shows the estimated 1946 population of the most important points on the North Shore:

Centre	Population
Tadoussac	900
Sacre Coeur	500
Forestville	600
Baie Comeau	2,600
Franquelin	500
Godbout	600
Trinity Bay	800
Shelter Bay	1,200
Clarke City	700
Seven Islands (incl. Moisie)	1,500
Havre St. Pierre	1,400
Natashquan	400
Tabatiere	250
Blanc Sablon	450
Anticosti	500

A summary of the economic activities of the North Shore may be obtained from the following table, which gives the volume of production and of trade in the year 1941:

Agriculture	$ 525,000
Manufacturing	9,300,000
Fisheries	400,000
Fur Trade	380,000
Retail Trade	3,650,000
Wholesale Trade	200,000
Total	$ 14,455,000

All the farming is carried on in that section of the shore west of Forestville. The type of farming is purely marginal, supplemented by forest operations. The survey undertaken by the Board during the summer of 1946 indicates that if the present highway system is improved, and in addition, construction of new roads is carried out by the Province, it is anticipated that settlements will develop towards Baie Comeau, where the nature of the soil and the topography of the terrain make it still possible to carry on farming operations. The present farm population, according to latest census figures, is 4,214, located on 633 farms valued at $1,870,000.

The most important activity on the North Shore is manufacturing related to the pulp and paper industry, which includes logging. The last decade has witnessed a remarkable development particularly since the founding of Baie Comeau in 1936. There were 63 manufacturing establishments on the North Shore, of which 34 were related to the pulp and paper industry and forest operations. The capital investment of the manufacturing industry was $28,000,000, the gross value of production nearly $11,000,000, and the total salaries and wages paid in the year 1943 amounted to $1,500,000.

The operation of pulp and paper mills is the backbone of the industrial life of the North Shore area. All the machinery, provisions and other related products must be imported, and the pulpwood or paper is all exported to Canadian or American points. The following table gives an indication of the total freight tonnage in and out, handled by air and water transportation for the year 1945, at points where large mills are operated:

	Tonnage In	Tonnage Out
Forestville	10,700	330,000
Baie Comeau	72,000	138,000
Franquelin	15,000	120,000
Godbout	1,500	115,000
Trinity Bay	4,100	130,000
Pentecost River	2,400	120,000
Shelter Bay	2,400	150,000
Clarke City	6,000	48,000
Total	114,100	1,151,000

In the above table it should be remembered that the bulk of the traffic is handled by water carriers operated by the pulp and paper companies or by chartered trips of lake carriers. Very little of the export pulp and paper traffic is handled by the local transportation companies. A large proportion of the inbound traffic is also handled by the boats of the manufacturing concerns, particularly coal, sulphur, calcium, gas and oil. The general inbound traffic handled by the regular steamship operators is made up principally of food, general merchandise and the usual small express shipments.

Preliminary statistics for the year 1945-46 of the operations of the pulp and paper industry indicate that nearly 800,000 cords of pulpwood were cut on the North Shore. The distribution by Company was estimated as follows:

Locality	Company	Pulpwood-cut Cords
Les Escoumains	Consolidated Pulp and Paper Co.	60,000
Sault au Mouton	Donacona Pulp and Paper	60,000
Papinachois	Brown Corp. Co.	20,000
Forestville	Anglo-Canadian Pulp and Paper	171,000
Baie Comeau	Quebec North Shore	175,000
Franquelin	Quebec North Shore	50,000
Godbout	St. Regis Timber Co.	45,000
Trinity Bay	St. Lawrence Paper Co.	56,000
Pentecost	Canadian International Paper Co.	25,000
Shelter Bay	Quebec North Shore	63,000
Clarke City	Gulf Pulp and Paper Co.	41,000
Total		766,000

Considerable activity has been reported at Anticosti Island during recent months and with the great demand for paper throughout the world, it appears that once again woods operations on this island will become important. No data is available as yet to indicate the volume of activity, but it is reported that some 500 men will be employed during this coming winter.

The forest inventory of Saguenay County is estimated to reach a total wood content of over twenty million of thousand cubic feet, with over 90% of this content being of the coniferous species. The probable annual rate of increase is estimated to be 16.5% per surface unit. Very few square miles of forest lands have been sold to private interests. By granting timber limits on Crown Lands to the various forest operators, the Province still owns well over 95% of the area available for forestry operations.

Timber or lumbering operations are very small compared with those for pulp and paper. There were some 40 sawmills in 1944, the majority of them being located at the same points as the pulp and paper plants. The total value of production in that year amounted to $706,000.

The fisheries of the North Shore are second in importance to the forest industry, as far as the marketing value of their products is concerned. This industry provides an annual revenue to about 1,700 fishermen, whose capital invested reaches $360,000. These statistics appear relatively unimportant compared to those forest operations just reviewed but it should be remembered that fisheries are the fundamental way of life for a great number of the inhabitants of the North Shore, particularly in the eastern section between Riviere au Tonnerre and Blanc Sablon. During the last four years the value of fisheries has increased considerably, as shown in the following table:

	Catch	Value to Fishermen	Marketing Value
	(cwt)	$	$
1942	134,000	346,000	493,000
1943	143,000	571,000	690,000
1944	128,000	468,000	537,000
1945	299,000	505,000	742,000

The principal catch is cod, whose marketing value in 1945 reached $533,000. Next in importance is salmon, $77,000, and the balance is made up of herring, mackerel, lobster, halibut, smelts and plaice. The whole production of dried and salted cod was shipped until recent years to Nova Scotia to be cured and packed for marketing. In 1941 the Provincial Department of Maritime Fisheries built a modern fish curing establishment at Rimouski, with the result that in 1944 the whole production of dried and salted cod was shipped to this point from the North Shore. In recent years also the Provincial Government has encouraged the production of cod-liver oil, with the result that fishermen now market the skins of seal, porpoises, etc. It is estimated that this new development in 1944 brought an additional income to the fishermen of approximately $200,000 (not included in above table).

There are five cold-storage plants on the North Shore, located at Seven Islands, Thunder River, Havre St. Pierre, Natashquan and St. Paul River. The most important of these is the one at Seven Islands. The plants are used principally for the storage of fish, the original purpose of their construction, but the inhabitants have found them most useful for the protection of their meat and other foodstuffs in the summertime. The cold-storage plants are also used to store blueberries, which are plentiful in this area.

There are several salmon clubs used by sportsmen of Canada and the United States. Most of them are located on Crown Lands, and provide fish and game for the benefit of their guests. They are located at Godbout, Trinity Bay, Moisie River, St. Jean River, Natashquan, Romaine and Baie Johan Beetz.

Next in importance to the economy of the North Shore is the fur trade. There are a great number of Indians in Saguenay County, and most of them are trapping and hunting in the wintertime. Fur-bearing animals are plentiful, the most common of them being beaver, mink, muskrat and martin. Fur dealers, principally the Hudson Bay Company, buy the trappers' products and the furs are then sent to Montreal for auction. The location of the Hudson Bay Posts on the North Shore are at Blanc Sablon, Ste. Augustine, Romaine, Natashquan, Couchouchou, Seven Islands, and Bersimis. The quality of the furs is very high and the returns are commensurate.

There has been considerable mining exploration in the eastern division of the North Shore, but as yet no important development has taken place. There is, however, indication that the mineral possibilities of this area are about to be explored in a comprehensive manner. An arrangement has recently been made by the Quebec Government with the Hollinger Consolidated Gold Mines Limited, under which the company is carrying out extensive development work in connection with important iron ore deposits some 400 miles north of Seven Islands. During the summer of 1946 some 90 men were employed in diamond drilling and prospecting. The problem of marketing the ore is considerable, since a railway will have to be built to Seven Islands in order to reach tide water. It is understood that a party of engineers has been working for the last year in trying to locate such a line.

The value of retail sales increased more in the Saguenay County between 1931 and 1941 than the total sales of the Province of Quebec. The increase was from $2,700,000 to $3,700,000, or approximately 36%, while that for the Province was reported at 26%. There is a total of 232 stores, most of them general stores, and the balance is made up of food and general merchandise stores. As already mentioned, the greater part of food, clothing and store supplies comes from either Montreal, Quebec, Rimouski or Matane. The same is true of pulp and paper company supplies, fur and fish trade supplies. The trade is carried mostly by a few big stores owned by Hudson Bay, Labrador Fisheries, North Shore Fisheries and Louis T. Blais.

The low standard of living of residents of the North Shore is gradually improving.

The wholesale establishments number six, with a volume of sales at less than $200,000, a clear indication that there has not developed as yet on the North Shore a main distributing point.

Northwestern Quebec

The Waswanipi - Chibougamau area is the northernmost of the three natural divisions of the Temiscamian sub-province. It has a length eastwards of about 240 miles and a width of approximately 100 miles. The dominant geological pattern of the area is provided with interlacing belts of archaean-like volcanic and sedimentary rocks.

Most of the topographical features characteristic of the Canadian Shield are to be found in this section. There are numerous ridges and isolated hills, notably in the northeastern part of the area, in the Opemiska and Chibougamau districts, where mining activity has been most pronounced. The Board's survey indicates that the mineral possibilities of this area will be extensively explored, not only by the companies which have already carried out development work previous to the last Great War, but also by new companies. The Consolidated Mining and Smelting Company has been the most active in that area during the past ten years. As noted elsewhere, the Province of Quebec is building a road to Chibougamau from Roberval and undoubtedly the establishment of land transportation facilities will help considerably to develop the mining resources of the territory.

The most recent estimate of the population amounts to only 1,000 and is made up principally of fur trappers (Indians) and personnel of mining companies carrying on exploration work. The Hudson Bay Company has established a few outposts in the area for the purchase of furs. The principal mining concerns interested in the area are: Obalski Limited, Mistassini Exploration Company, Kenco Explorations Limited, Inspiration Mining and Development, Opawica Lake Gold Mines, and the Consolidated Mining and Smelting Company.

The two bases from which the area is served by air are Senneterre on the National Trans-Continental, being a small settlement of some 1,200 inhabitants, and Roberval on the shore of Lake St. John, with a population of 3,200 people.

Before the advent of air transportation in this area, the trapping of fur-bearing animals was the only natural resource exploited. As already noted, the Hudson Bay Company is firmly established throughout the area, as well as at Senneterre and Roberval where the furs are consolidated for shipment to auction in Montreal. The Province of Quebec, in conjunction with either the Dominion Department of Indian Affairs or with the Hudson Bay Company, has established six sanctuaries covering more than 50,000 square miles for the protection and breeding

of beaver. These have now become plentiful, and it is the consensus of opinion that in not less than 25 years the colonies may reach a total of 100,000 beaver.

(2) TRAVEL HABITS

Montreal

Based on the Inter-Community Travel Survey made in 1945, it appears that the people of Montreal divide their travels equally between destinations in the Province of Quebec and other points in Canada and the United States. Of the travel within the Province, 29% takes place to Quebec City, 3% to Chicoutimi, and 2% to Rimouski and Mont Joli. It appears that one-third of all the travel from Montreal, destined to points in the Province of Quebec, is funnelled to the cities considered in this review. As to traffic destined to points outside the Province of Quebec, 36% goes to Ontario and 4% to the United States and other foreign countries. The balance is divided principally between Nova Scotia, New Brunswick and Manitoba.

Of the business travel originating in Montreal, the survey indicates that 23% of these trips are to Toronto, 21% to New York, 11% to Ottawa, 4% to Winnipeg, 4% to Vancouver, 29% to other Canadian points, and 8% to other American points. On the basis of method of travel, approximately 49% of these trips is by rail, 33% by air and 18% by highway.

Montreal, in addition to being a convention centre, has a great attraction for tourists, both in the summer and in the wintertime. It is the metropolis of Canada, and statistics indicate that 90% of the influx of visitors to the Province of Quebec is funnelled through the city of Montreal. In the wintertime it is the pivotal point for skiing in the Laurentian Mountains, and in the summer practically all the vacation cruises on the St. Lawrence have their terminal at Montreal.

Quebec

The travel habits of the citizens of Quebec are definitely of a local nature, as indicated by the travel survey which shows that 83% of the movement takes place wholly within the Province of Quebec. On a provincial basis, 45% of the travel takes place to Montreal, nearly 8% to Rimouski and Mont Joli, and 7% to Chicoutimi. Thus it appears that 60% of the travel from Quebec City is funnelled to the centres considered in this review. The inter-area and international travel emanating from Quebec is principally destined to United States and Ontario points (7% each), and the balance to other Canadian provinces.

The business travel is distributed as follows: to Montreal 40%, to Toronto 18%, to Ottawa 13%, to other parts of Quebec 8%, to other parts of Ontario 4%, to other parts of Canada 8%, and to New York 9%. On the basis of method of travel approximately 70% of these trips is by rail, 14% by plane, 13% by car and 3% by boat.

The tourist attractions of Quebec City are particularly important and have already been alluded to. In addition to the considerable volume of tourist travel in the summertime, which has been estimated at 2,500,000 in 1946, Quebec City has also developed in recent years very attractive winter sports at Lac Beauport, situated some 15 miles from the city. The well-known Chateau Frontenac, operated by the Canadian Pacific Railway Company caters to numerous conventions the year round.

Chicoutimi

The travel emanating from this city is restricted to the Province of Quebec to the extent of 96%. On a provincial basis, 53% of the trips are destined to Quebec City, 31% to Montreal and 1% to Rimouski and Mont Joli. The inter-area travel is practically all to Ontario points, with very little international traffic (less than 1%).

Business travel is directed to Quebec (75%), and Montreal (14%), with about 60% of the trips being made by rail, 25% by boat, and the balance by air or private car.

The tourist attractions of Chicoutimi are those of Lake St. John, and cater principally to fishermen and hunters.

Rimouski and Mont Joli

The travel from these two centres is predominantly within the Province of Quebec. The survey indicates that 88% of the total trips terminate in the Province of Quebec, and of the provincial traffic, Quebec receives 41%, Montreal 20%, and Chicoutimi less than $\frac{1}{4}$ of 1%. The community of interest leans towards the two large centres, Quebec and Montreal. The absence of travel between Rimouski - Mont Joli and Chicoutimi is possibly explained by the lack of direct transportation facilities. It is only very recently that Canadian Pacific Air Lines inaugurated a service between these two points, and the indications are that traffic can be developed to a fairly substantial level, due to the fact that Bagotville, which is the airport for Chicoutimi, has an up-to-date machine repair shop which is capable of meeting all the requirements of the industries on the south shore of the St. Lawrence. The balance of the travel from these two points is largely towards the provinces of New Brunswick and Nova Scotia.

Business travel is reported to take place wholly within four points, in the following ratios: Matane 38%; Quebec 38%; Montreal 12% and New York 12%. The volume, of course, is very small.

The tourist attractions are extensive but limited to the summer season, when many visitors travel to the numerous beaches on the lower St. Lawrence situated in the vicinity of Rimouski.

North Shore

The travel habits of the Quebec North Shore area can best be illustrated by an analysis of the passenger movement on the various steamship companies serving the area. For example, in the year 1945 the traffic from the North Shore was distributed as follows:-

To	No. Passengers
Montreal	235
Quebec	650
Pointe au Pic	21
Rimouski and Matane	14,319
Total	15,225

From the above it is evident that the travel habits are purely local, i.e., from the North Shore to the South Shore. It has not been possible to determine what proportion of this traffic terminated at Rimouski or at Matane. If the frequency of service provided by the steamship company is an indication of the traffic flow, it is reasonable to surmise that two-thirds of the traffic terminated at Rimouski and one-third at Matane. In addition to the trans-river movement, it should be noted that close to 13,800 people used the steamship to travel from point to point on the North Shore. This traffic is commonly referred to as "way port" traffic. The above table also indicates that more people go to Quebec than to Montreal and that very few make use of water transportation in the wintertime to travel between the North and South Shores.

The inbound traffic to the North Shore has about the same characteristics as the outbound traffic, except for the movement between Rimouski or Matane and the North Shore where approximately 4,800 more people were handled northbound. This is explained by the importance to the passenger traffic of the operations of the various pulp and paper companies on the North Shore.

Recent statistics indicate that some 5,000 men are imported into the area to take part in the woods operations. These men usually go in to the North Shore during the months of September, October and November, when navigation is open, to return home towards the end of March, April and May. Although the employment calls for the winter season, it is understood that the labour turn-over is 300%. Many men will go into the area and work possibly only until Christmastime. The development of air service to such points as Forestville, Baie Comeau and Seven Islands makes it attractive for the men to go back home in the middle of the season, particularly in recent years when wage rates have been increased.

At the present time there are approximately 7,000 men employed by the various companies on the North Shore, engaged in wood cutting and pulp and paper manufacturing. These 7,000 men may be distributed as to county of origin as follows:

County	No.	%
Gaspe, Matapedia and Bonaventure	3,300	71.7
Rimouski and vicinity	850	18.5
St. Maurice Valley	150	3.3
Lake St. John District	300	6.5
Total Imported Labour	4,600	100.0
Residents of North Shore	2,400	
Total Employment	7,000	

From the above table it will be seen that the main source of the pool of men moving to the North Shore is the Gaspe region (72%), whereas the second source is around Rimouski, which contributes less than 20% of the total manpower imported to the North Shore.

The distribution of the men on the North Shore at present is principally to two points, Forestville and Baie Comeau, headquarters of the two most important operators, the Anglo-Canadian Pulp and Paper Company and the Quebec North Shore Paper Company.

Other points to which labour is imported are Franquelin, Shelter Bay, Pentecost, Clarke City and Anticosti. A complete breakdown of the Quebec North Shore Paper Company, which operates three plants, one at Baie Comeau, one at Franquelin and one at Shelter Bay, will give

an indication of the relative importance of Baie Comeau to the other localities. For example, during 1945 5,546 men came into Baie Comeau, 1,476 to Franquelin and 835 to Shelter Bay. Some 1,900 men travelled into Forestville from the South Shore. The Godbout employment is in the vicinity of 800 men.

Another indication of the relative importance of the travel from and to each point is apparent from the following table, which gives the passenger traffic of the Clarke Steamship Company, at each point, during the navigation season of 1945:

Port of Call	Passengers Carried In	Passengers Carried Out
Baie Comeau	668	633
Franquelin	506	304
Godbout	276	206
Trinity Bay	466	360
Pentecost	143	118
Shelter Bay	477	400
Clarke City	246	146
Seven Islands	489	624
Thunder River & Magpie	736	715
St. John River	29	78
Longue Pointe & Mingan	357	400
Havre St. Pierre	846	882
Baie Johan Beetz	65	47
Natashquan	293	319
Kegaska & Romain	28	25
Harrington	108	101
Whalehead	18	6
Mutton Bay	70	50
Tabatiere	45	49
St. Augustin & St. Paul's River	27	27
Old Fort	10	12
Bon Esperance & Salmon Bay	34	39
Bradore Bay	45	29
Blanc Sablon	110	117

The above table, it should be noted, includes way-port traffic, as well as traffic handled by the Bras d'Or Navigation Company during the winter months.

To summarize, it may be concluded that the most important passenger traffic is that between points on the North Shore and Rimouski and Matane. Next in importance is the local traffic, i.e., way-port traffic between each point on the North Shore. Of relative unimportance is the international traffic originating on the North Shore, since it consists only of a few trips a year made by officers of the pulp and paper companies to such points as New York and Chicago.

The tourist attractions of the North Shore are numerous but the facilities to take care of any volume of traffic are yet to be developed. The cruises of the companies operating out of Montreal and Quebec do not schedule any stop-overs for tourist traffic at any of the ports of call on the North Shore for lack of proper accommodation. Tadoussac, at the extreme western end of the North Shore has an elaborate summer resort hotel operated by the Canada Steamship Company and numerous boarding houses, but east of Tadoussac the facilities are very restricted.

Northwestern Quebec

As this area is one which, up to the moment, is in the exploration stage with no settled communities, it follows that the travel habits are largely incidental to the exploration undertakings. The type of travel involved consists mainly in the movement in and out of geologists, engineers, prospectors and other employees of the mining companies engaged in exploration work, as well as the local representatives of the Department of Transport in connection with the operation of radio and meteorological stations. It should also be noted that throughout the area the Hudson Bay Company maintains fur trading posts. The Indians do not go out of the territory. As far as Roberval is concerned, over 90% of the travel is within the Province of Quebec, to such points as Montreal, Quebec, and naturally Chicoutimi. The Consolidated Paper Corporation Limited carry on extensive timber operations in the district immediately adjacent to Roberval. It is reported that in the wintertime they employ as many as 3,000 men.

Senneterre is a very small community, being located at the junction of the National Trans-Continental and the new branch line of the Canadian National to Noranda. What little passenger traffic is generated at this point is primarily for Amos, Noranda, Quebec and Montreal. It holds no tourist attraction. On the other hand, Roberval is located near a great many lakes, which feature attracts many hunters and fishermen, mostly from Chicoutimi, Quebec, and a certain number from the United States.

(3) TRANSPORTATION REQUIREMENTS

A review of the surface transportation services between Montreal, Quebec and Bagotville, and Montreal, Quebec and Rimouski and Mont Joli, indicates that such services are sufficiently developed to meet the general economic requirements of trade and travel as outlined in the preceding paragraphs. Montreal and Quebec are joined by the mainline of the two largest railway systems in Canada. Rimouski and Mont Joli benefit from the through rail services to the Maritimes. Bagotville and the Lake St. John area are somewhat isolated by the Laurentian Mountains, which must be circumvented by the rail service to Montreal and Quebec. The distance between this area and Quebec City is 100 miles longer by rail than by highway, with the result that in the summertime the bus service is highly patronized because of its greater convenience to the public.

Good highway and water services are operated as long as water conditions allow, enabling the industries and the inhabitants to make use of the most convenient transportation agencies, which compete with one another in every respect, and thus help to provide the maximum of efficiency in surface transportation.

As to the North Shore, great improvements have taken place in the transportation services from Montreal and Quebec, which are so important to the development of this area. The steamship companies in the last few years have increased their sailings to all points west of Seven Islands through the addition of one or two more vessels, which means more frequent calls and also speedier service. An improvement in service is also noticeable to points east of Seven Islands. The Lower St. Lawrence Transportation Company, which handles by far the largest volume of local traffic between Rimouski or Matane and the North Shore, has also improved its service to the area between Forestville and Seven Islands by increasing the weekly sailings.

The construction of airports at Forestville, Baie Comeau, Seven Islands and Mingan, and the operation of regular services from these points to Rimouski or Mont Joli has provided an all-year-round means of communication between the North Shore and the South Shore, and also to such large centres as Montreal and Quebec. It appears that for the present, and until such time as further industrial development takes place on a large scale, the general transportation requirements of the whole area between Montreal, Quebec, Bagotville, Mont Joli and the North Shore are well taken care of by the operation of the services under review (subject to certain modifications in air schedules).

The present operator of the regular air service in this entire area expressed his opinion on the transportation requirements as follows:

"There is a definite necessity for a scheduled through service between Quebec and Montreal, and there is a community of interest between most of the points mentioned and Quebec and Montreal. There is also a requirement for local service across the river which is very seasonal and which builds up to high peaks and for which of necessity you must have large amounts of equipment available during the peak periods of operation or during the comparative peaks. The holding of this equipment and its staff in readiness to handle peak conditions requires that you charge higher rates than you normally would charge in an operation where there was a balanced flow of traffic year in and year out, from which you could get a proper utilization of your equipment and manpower..... There is also a community of interest and a necessity for service connecting Forestville, Mont Joli and Baie Comeau with Quebec and Montreal..... That service should be extended beyond because there is a service required to Saguenay (Bagotville) and because there is also a service required from Mont Joli and those points connecting Mont Joli with Montreal and Quebec. It would be illogical to run two services paralleling each other, a service for a portion of one side of the river paralleling another service from Quebec to Mont Joli direct.

"Therefore we thought that because of the economics and in view of the limited amount of through traffic, we could give a far better service. Rather than running some 200 miles from Mont Joli direct to Quebec, we would connect up the shorter distance from Saguenay to Forestville. We would build up our traffic as we went along.

"There is a community of interest and a large amount of traffic between Forestville and Mont Joli. There is a community of interest and a large volume of traffic between Mont Joli and Baie Comeau. Therefore, on this whole route from Baie Comeau to Montreal only a light portion of the traffic would be from Forestville to Saguenay. In our opinion this is the most economical way to operate this whole route.

"We cross the river twice so that we can give this through service as well as during the summer months to take care of local traffic between Forestville and Mont Joli and Baie Comeau and Mont Joli. We feel also that traffic is developing, and will develop more, down to Seven Islands and further down to Anticosti Island. The points in between are not mainline operations. They entail only short distances and the inadequate facilities prohibit the economical operation of mainline equipment."

The most urgently required improvements are undoubtedly the construction of local roads to connect wharves and landing fields with neighbouring villages. It appears generally that a reduction in the number of regular ports of call of both the air and navigation services would considerably improve transportation on the North Shore. If good highways joined the secondary traffic-generating points to those localities which require scheduled transportation services, it would then be possible to further speed up both water and air transportation, and in the final analysis reduce the cost of transportation. The construction of these roads is a matter of public service, since the North Shore does not benefit from rail transportation, and possibly it would prove more economical to maintain winter roads around a modern airfield than to encourage the building of numerous landing strips in localities where the traffic would not warrant such capital expenditures.

As to Northwestern Quebec, the transportation requirements up to the present time have crystallized to only one point, Dore Lake, serving the Chibougamau district where mining development has been more extensive than in other sections of this area. Until such time as the transportation requirements form a definite pattern it would appear that a commercial air service between Roberval or St. Felicien and Dore Lake would take care of the present volume of traffic, and that the balance of the area could most properly be served by air charter licensees operating from certain bases, which, at the moment, appear to be Senneterre, Roberval, St. Felicien, Val d'Or, Dore Lake, Clova and Rouyn.

(4) AIR TRAVEL POTENTIAL

The best indication of air travel potential between Montreal, Quebec and Chicoutimi will become apparent later on in this report when a complete review is made in the Statistical Section of the actual air traffic already developed over this route. The travel habits of the inhabitants of these three cities have already been indicated, and the present operator has gone on record to state that the continuation of air service between these points was desirable.

The air travel potential between Chicoutimi and Forestville is small at the present time. These two districts have enjoyed direct air transportation for the first time only in recent months, and there is a possibility that some volume of traffic may develop, particularly for the movement of woodsmen from Lake St. John to the North Shore. The Anglo-Canadian Pulp and Paper Company, which operates the mill at Forestville, is also active in the Lake St. John area, and inter-area movement of men and personnel might take place. Representatives of the licensee have indicated to the Board that the most efficient manner to join the North Shore area with Montreal and Quebec is to operate over this segment; this factor is of some importance.

The air travel between Mont Joli, Baie Comeau and Seven Islands is now based largely upon the woods operations of the companies in this area and is not likely to increase unless this type of operation expands. The standard of living of the permanent inhabitants of the region is still relatively low, and it is not to be expected that this population will utilize air travel except on matters of urgent business or in cases of emergency. The movement of the woodsmen at the moment is arranged for by their employers who pay their fares, and bulk of this traffic is handled by steamship companies plying between Matane, Rimouski and the North Shore. When navigation closes the air services are then used to the fullest extent possible.

There is no present indication that the pulp and paper companies on the North Shore would use air transportation the year round for their woodsmen. The difference in fare between water and air transportation is still quite considerable, and the companies involved are naturally inclined to make use of the cheapest mode of transportation available. It is only during the months of December, January, February and March that air transportation comes into its own in this area.

The economic future of Northwestern Quebec at the present time is largely dependent upon the mining activity of the area. Consequently air travel potential to any great volume is geared to this development. Up to now travel has been disseminated to a great many points in this area, but the greater proportion has been to and from Dore Lake and Roberval or St. Felicien.

SECTION 7

STATISTICAL REVIEW

The operations of Quebec Airways, the predecessor of Canadian Pacific Air Lines, extended from Montreal to Rimouski, and thence to the North Shore, and were reported as a whole, without any details for areas or divisions, from the inception of the services up to and including June, 1945, when the Air Transport Board, in co-operation with the Dominion Bureau of Statistics, instituted detailed statistical reports to cover separately each of the services under review in this report. The available statistical background is limited to operating revenues and operating expenses, from the year 1936. The operating revenues for the whole system are reported as follows:

Year	Operating Revenues $
1936	62,357
1937	115,988
1938	128,667
1939	126,714
1940	142,022
1941	131,965
1942	367,709
1943	822,163
1944	510,777
1945	564,327

From the above it will be noted that a considerable increase in traffic occurred in the year 1942 from the previous year, and continued throughout 1943. This may be partially explained by the inauguration of the inter-city service between Montreal, Quebec, Saguenay and Rimouski, plus considerable activity on the North Shore brought about through the establishment of a military base at Mingan.

The revenue level for the year 1945, at $564,327, is considerably higher than for the years 1942 and 1944. The overall picture from a financial standpoint has been rather disappointing, as the reports indicate a loss from operation in every year since 1940.

Monthly revenues and operating statistics are available beginning with the year 1943, and for the purposes of the present analysis the experience obtained in the breakdown of the information as between the inter-city operation, i.e., Montreal - Quebec - Bagotville - Rimouski, and the service between Rimouski and the North

Shore, during the 12-month period July, 1945, to June, 1946, will be used to segregate the total operations of the company between these two areas.

Montreal - Quebec - Bagotville - Rimouski (Mont Joli)

The total operating revenues, miles flown and passengers carried on this service are summarized in the following table:

	Operating Revenues	Total Miles Flown	Revenue Passengers Carried
	$		
1943	367,147	467,589	8,912
1944	209,841	318,823	11,343
1945	229,091	277,153	13,098
1st 6 months, 1946	141,087	145,674	7,925
1st 6 months, 1945	90,486	115,858	4,841
12 months ending June 30, 1946	279,692	306,969	16,182

The above table makes it apparent that the reporting carrier experienced quite a drop in traffic in 1944 as compared with the previous year, but since that time a general improvement is noticeable in operating revenues and in passengers carried. Operating revenues have increased from $210,000 in 1944 to an indicated 1946 revenue of $280,000, representing a 33% increase. Similarly, passengers carried increased from 11,343 in 1944 to approximately 16,200 this year, or a 43% increase. The indicated miles flown for the year 1946 are somewhat lower than in 1944, which is partly explained by the introduction of larger equipment and rearrangement of the services flown to better meet the requirements of the public. These improvements are undoubtedly responsible for the increase in passenger traffic already noted.

No mention need be made of the express traffic as it is very small in volume; the reported total, according to Exhibit 2 filed by the company at the Quebec hearing, is slightly over 3 tons.

The increase in passenger traffic in the first 6 months of 1946 over the same period of 1945 is 64%. The corresponding increase in the miles flown is 26% and the total operating revenues show an increase of 56%.

The 1945 passenger traffic originating at each station on this route is reported as follows:

From	No. Passengers Originated
Montreal	7,385
Quebec	3,850
Bagotville	1,752
Rimouski and Mont Joli	111
Total	13,098

Similar traffic for the first 6 months of 1946, compared with the same period in 1945, is as follows:

From	No. Passengers Originated	
	Jan.-June 1946	Jan.-June 1945
Montreal	3,641	2,606
Quebec	2,891	1,688
Bagotville	1,212	794
Rimouski and Mont Joli	181	20
Total	7,925	5,108

The above comparison between 1946 and 1945 is a clear indication that passenger traffic has developed considerably at all points served by the company, the greatest increase being at Montreal and Quebec which show an increase of over 1,000 passengers each. The average journey is about 170 miles.

In the operations between Montreal and Rimouski over 95% of the traffic is handled on regular flights.

This whole operation was never profitable to the company until June of this year, when the operating ratio was reported at 93.7%. It should be noted that in addition to passenger and express revenues, the company receives on the average slightly above $5,000 per month for the carriage of mail. The contract with the Post Office

Department calls for a rate of payment of 50¢ a mile between Montreal and Quebec, and a 40¢ a mile between Quebec and Bagotville. The pounds of mail carried, on a monthly basis, average around 1,200, giving the carrier an average revenue per ton mile of over $50.00.

The above statistical review indicates clearly that the points to be served by air transportation are Montreal, Quebec and Bagotville, where the traffic generated is sufficient to warrant the continuation of the present service. As to the extension of the service from Bagotville to Mont Joli via Forestville, it appears that from an operating efficiency point of view better utilization of the aircraft may be obtained by making a call at Forestville to take care of the flow of traffic between Mont Joli and this point.

In another section of this report the community of interest between the various points has been fully discussed, and it was pointed out that Montreal and Quebec are undoubtedly the principal points in the Province towards which traffic from Lake St. John and the lower St. Lawrence is naturally attracted. It was also pointed out that there is sufficient traffic between Forestville and Mont Joli to join these two points by air, particularly in the wintertime when the Anglo-Canadian Pulp and Paper Company use air services to a considerable extent for the movement of its employees.

To take care of the traffic offered, there does not appear to be any necessity at the present time for the establishment of any base for charter operations. The airline operating between the points mentioned would have sufficient equipment to take care of any passenger traffic requiring emergency movement at charter rates.

North Shore

The results of operation of the so-called North Shore area, including traffic from Mont Joli or Rimouski to points in the area, are available from 1943 to date, and are summarized in the following table:

	Total Operating Revenues	Total Miles Flown	Revenue Passengers Carried	Goods Carried (tons)	Goods Ton Miles
	$				
1943	456,015	541,608	7,056	624	130,720
1944	300,576	425,999	9,965	292	42,478
1945	335,236	360,978	12,647	217	25,159
1st 6 months, 1946	304,630	265,148	11,585	272	47,394
1st 6 months, 1945	195,005	220,273	7,305	125	12,405
12 months ending June 30, 1946	444,861	405,853	16,927	364	60,148

It will be noted that the operating revenues and passenger traffic have followed the same trend as that of the previous area just reviewed. The indicated 1946 revenues will be 48% higher than 1944, and the passengers carried will show an increase of 70%. The revenues for the first 6 months of 1946 are higher than 1945 by 56% and the passengers carried by 59%.

Total miles flown in 1945, show a decrease of approximately 15% as compared with 1944, but for the first 6 months of this year an increase of 20% over last year is reported. Goods traffic was 26% lower in 1945 than in 1944, but the year 1946 will show an increase of 25% over 1944 and 68% over 1945. The first 6 months of this year over the same period of last year show an increase of 118%. The increases in the ton miles of goods traffic are much more pronounced, due to the fact that the greater part of this traffic is moved longer distances with the development at Hollinger Lake in New Quebec. It will be recalled that traffic to this mining development is all carried by chartered planes based at Seven Islands.

The average journey of passenger traffic stands at 60 miles, which is a definite indication that the preponderance of the passenger movement is on such segments as Mont Joli to Forestville, and Mont Joli to Baie Comeau. The average haul of goods traffic, on the other hand is about 170 miles.

Canadian Pacific Air Lines, which operate on the North Shore from Mont Joli, have a mail contract with the Post Office Department for the movement of all mail in the wintertime, at 50¢ a mile, to all points on the North Shore, whereas the summer season contract calls for only the movement of first-class mail between Mont Joli and Baie Comeau at 10¢ a pound for a distance of 63 miles. The volume of mail traffic in the wintertime is around 50,000 pounds per month, whereas in the summertime, with the restricted mail contract, it has not as yet averaged more than 3,000 pounds per month. The average revenue per ton mile in the wintertime is $2.50 and in the summertime $3.75. The total revenue earned for the carriage of air mail in a 12-month period would approximate $50,000.

Outside of the month of May, when winter services were discontinued, the operating ratio for this year is quite favourable, being in the vicinity of 80%.

Based on the first 6 months of 1946, the distribution of the revenue and of the traffic between scheduled and chartered operations is shown in the following table:

	Total North Shore	Scheduled		Charter	
	Amount	Amount	% of Total	Amount	% of Total
Revenues - Transportation	$303,582	$199,870	65.8	$103,712	34.2
Miles Flown	265,148	176,008	66.4	89,140	33.6
Passengers Carried	11,710	11,230	96.0	480	4.0
Passenger Miles	724,113	630,832	87.1	93,281	12.9
Goods Carried (lbs.)	576,636	327,406	56.8	249,230	43.2
Goods Ton-Miles	49,806	9,831	19.7	39,975	80.3
Mail Carried	189,393	189,393	100.0	-	-
Mail Ton-Miles	14,779	14,779	100.0	-	-
Hours Flown	2,535:19	1,683:13	66.4	852:06	33.6

It is of interest to note that 80% of the goods ton miles are produced on charter operations and only 13% of the passenger mile traffic was performed by charter flights. As an example of the charter work performed on the North Shore by Canadian Pacific Air Lines, a review of the charter flights made from Seven Islands indicates that 124 passengers and 45,000 pounds of goods were transported to such points as Hollinger, Goose Bay, Lac Menakek and Havre St. Pierre. The greatest number of flights was made, naturally, to the Hollinger property which is responsible for two-thirds of the traffic enumerated above.

Data was supplied by Canadian Pacific Air Lines to show the traffic generated at the various points on the North Shore and handled on their regular flights, where service was performed during the year 1945 and the first six months of 1946. The following table, abstracted from this data, shows the passenger traffic and the goods traffic originating at each point for the period under review:

	Passengers			Goods
		6 months		6 months
	1945	1946	1945	1946
Forestville	666	348	3,656	3,048
Bersimis	183	67	332	-
Outardes	-	-	-	-
Baie Comeau	3,405	3,658	17,396	10,500
Franquelin	518	248	212	174
Godbout	271	430	14	62
Trinity Bay	499	247	413	1,046
Pentecost	28	170	86	-
Shelter Bay	757	392	86	684
Clarke City	280	123	5,477	48
Seven Islands	468	290	6,465	980
Moisie	-	-	-	-
Sheldrake	-	-	-	-
Thunder River	38	21	-	-
Riviere St. Jean	-	11	-	-
Mingan	123	76	949	-
Port Menier	8	10	8	-
Havre St. Pierre	123	137	119	498
Baie John Beetz	11	5	-	-
Aquanish	3	8	-	-
Natashquan	34	25	-	-
Romaine	11	11	-	-
Harrington Harbour	26	24	-	27
Mutton Bay	3	-	-	-
Latabatiere	12	6	-	-
St. Augustine	11	3	-	-
Old Fort Bay	-	-	-	-
Bradore Bay	-	-	-	-
Blanc Sablon	11	7	597	-
Total	7,489	6,317	35,810	17,067

It will be noted that from Forestville to Seven Islands the points of call in 1946 produced 94.6% of the total passenger traffic on the North Shore and 96.9% of the total goods traffic, which gives a clear indication of what points should receive air service on a regular basis. Sufficient evidence has already been brought forward to justify a service between Forestville and Mont Joli and between Baie Comeau and Mont Joli. It is also evident from the above table that the points situated between Baie Comeau and Seven Islands should receive regular service, but probably not as high a frequency as Forestville and Baie Comeau. This fact is already recognized by the operating company, which has only two regular flights per week in each direction between Baie Comeau and Seven Islands. The above table also indicates that the traffic generated at Havre St. Pierre is relatively greater than at any other point east of Seven Islands, whereas the traffic at Port Menier, on Anticosti Island is no higher than 1 to 1½ passengers per month.

The above review of traffic and travel habits indicates that a charter base should also be maintained at Baie Comeau on the North Shore. The industrial activity is undoubtedly centred at this point, whereas the mining interests can best be served from Seven Islands. As to the bases recommended on the South Shore to serve North Shore points, the facts seem to indicate that Matane could very well be designated as such a base. It has been pointed out that the majority of bushmen employed on the North Shore come from points in the Matapedia Valley and Gaspe. In some cases it may be cheaper to move part of this traffic from Matane instead of from Mont Joli. With a carrier in regular service operating large equipment, coupled with more economic utilization of its aircraft, on the main trunk routes between Mont Joli and Forestville, on the one hand, and Mont Joli, Baie Comeau and Seven Islands on the other, the danger of competition from chartered bases at Rimouski and Matane is reduced to a minimum. The passenger and goods rates of the regular carrier would be sufficiently low to minimize the possible inroads by charter operators, with the inclusion of the usual clause in the licence of charter operator to the effect that the carriage of goods and passengers between any one point on a present or future licensed scheduled route, and any other point on the same licensed scheduled route, is prohibited except under certain emergencies. This should adequately guarantee the economic future of the operator of regular services.

Northwestern Quebec

Since 1943 flying activity in this area has been performed from two bases, Roberval and Senneterre. Previously, service was also performed from Amos, Noranda, Haileybury and Montreal.

The revenue of the licencee under review has increased 86.5% from 1943 to 1945, miles flown 84.8%, revenue passengers carried 161.5%, revenue tons carried 204.5% and ton miles 131.1%. The general increase in the level of traffic in this area is largely explained by the re-opening of the mining camps after the end of the war in the summer of 1945 and the spring of 1946. It has been pointed out in other sections of this report that Northwestern Quebec, up to the present time, is fully dependent on mining activities, which were naturally suspended during the war period. The following table relates the important statistics of air operation in this area:

	Total Operating Revenue	Operating % Ratio	Total Miles Flown	Revenue Passengers Carried	Revenue Tons Carried	Ton Miles
	$					
1943	134,930	104.6	182,455	928	221	35,670
1944	149,750	100.9	229,164	1,187	271	44,288
1945	251,633	89.4	337,245	2,427	673	82,429

It is also interesting to note that the average journey has decreased from 133 miles in 1943 to 96 miles in 1945, and the average haul of goods traffic from 161 miles in 1943 to 123 miles in 1945.

A review of the first 6 months' operations for the year 1946 indicates that the total revenues for this period show an increase of 49.0% over the same period in 1945. Increases were also registered in total miles flown (50.1%), revenue passengers carried (63.0%), revenue tons carried (81.4%) and ton miles (88.5%). If the balance of the year equals the last 6 months of 1945, the revenue for this year will show an increase of 20.8% over 1945, total miles flown 21.6%, revenue passengers carried 27.4%, revenue tons carried 32.5% and ton miles 33.9%. The statistics on which the above percentages are based are shown in the table below:

	Total Operating Revenues	Total Miles Flown	Revenue Passengers Carried	Goods Carried (tons)	Goods Ton Miles
1st 6 months, 1946	159,457	218,380	1,723	488	59,457
1st 6 months, 1945	107,035	145,507	1,057	269	31,538
12 months ending June 30, 1946	304,055	410,118	3,093	892	110,348

An analysis of the statistics of air operations in this area clearly indicates that there has been an increase in activity since the end of the war. The air carrier was able in 1945 to meet operating expenses for the first time in the period under review. This position has continued into 1946 during every month except of course, April, the breakup period. The operating ratio for the first 6 months of 1946 is reported as follows:

	Operating Ratio %
January	90.2
February	73.2
March	67.7
April	481.4
May	97.8
June	71.8

The net operating revenue realized by the company during the first 6 months of this year amounted to $31,625, as against a net profit from operation of approximately $2,500 in the same period of 1945. These figures do not include any interest charges.

A fair indication of the amount of charter work performed by the operator in this area may be obtained from the following table, which shows a breakdown of the transportation revenue and traffic as between regular and charter operations for the 6 months of 1946:

	Total Northern Quebec	Regular		Charter	
	Amount	Amount	% of Total	Amount	% of Total
Revenues - Transportation	159,594	65,218	40.9	94,376	59.1
Miles Flown	218,380	70,696	32.4	147,684	67.6
Passengers Carried	1,723	426	24.7	1,297	75.3
Passenger Miles	182,717	53,982	29.5	128,735	70.5
Goods Carried (lbs.)	967,217	377,743	39.0	589,474	61.0
Goods Ton-Miles	59,457	25,880	43.5	33,577	56.5
Hours Flown	1,973:39	639:13	32.4	1,334:26	67.6

From the above it is quite conclusive that only one-third of the air traffic is performed by regular services. It will be recalled that the air carrier in this area operates only one trip each month on a regular basis from both bases, i.e., Senneterre and Roberval. A review of the flights made from these bases during the first 6 months of 1946 indicates that the traffic fans out to a great number of points not only to the west of Lake St. John, but also east thereof to such places as Lac Manouan and Passes Dangereuses. More flights, however, were operated to and from Dore Lake than from any other point in the area.

The mining exploration which is being carried out in the north-western part of Quebec Province east and south of James Bay can be taken care of from Senneterre unless traffic should develop to unforeseen levels. As to Roberval or St. Felicien, it appears that a regular air service should be operated from either of these points to Dore Lake where the development of Chibougamau warrants the operation of such service. The servicing of such points as Lac Mistassini, Manouan and Muskalonge could properly be undertaken by charter operations.

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SECTION 8

Synopsis of Public Hearing at Quebec City

A public hearing by the full Board was held in the Court House at Quebec City, P.Q., on the 24th of September 1946, at which the following parties were heard:-

Canadian Pacific Air Lines and its subsidiary, Quebec Airways Limited, the licencee.
The City of Quebec.
The Town of Rimouski.
The Town of Matane.
The Department of Transport of the Dominion Government.
Quebec Aero Services Limited.
Aircraft Industries of Canada Limited.
Service d'Aviation Charlevoix-Saguenay Ltee.
Arthur Fecteau.

Licences C.T.C. (AT) 36 and 78

Representations by Licensee

The licensee, Quebec Airways Limited, presented evidence relating to the history of the licences, the operating facilities along the route, the type of aircraft used for the services, the schedules of services rendered, and traffic statistics for 1945 and the first half of 1946. On the basis of the factual data established in the evidence, and from his general experience in operating the routes under review, the licensee represented that there is a community of interest on the one hand between Montreal, Quebec and Saguenay and, on the other hand, between Montreal, Quebec and points on the estuary of the St. Lawrence, notably Rimouski, Mont Joli, Forestville, Baie Comeau, Seven Islands, and Port Menier. It was condented that, although there is at present a relatively small community of interest between Saguenay and points on the St. Lawrence estuary, nevertheless, the most economical and affective operation would be to link the estuary points with Quebec and Montreal via Saguenay. Such an operation, said the licensee, would permit the use of one type of main line equipment to serve as many of the points on the routes as have the facilities to receive such equipment, and would offer the maximum potential utilization of equipment, personnel and facilities and, only in this way would the operation offer the possibility of achieving lower rates while, at the same time, producing a reasonable profit. He proposed, therefore, that there should be a single licence for a route linking Montreal, Quebec, Saguenay, Forestville, Mont Joli, Baie Comeau, Seven Islands and Port Menier by means

of one line of medium type transport aircraft. The licensee further represented that the remaining points on the route of licence no. 78, all lying on the north shore of the St. Lawrence, do not have the facilities nor do they offer the traffic for the proper utilization of main line aircraft. The points are at a short distance apart and the right way to serve them is by means of small aircraft which would bring the relatively light traffic to main line points such as Forestville, Baie Comeau and Seven Islands. Such an operation would be of an entirely different nature to that of the main line.

Representations by other parties.

Mr. Viau, speaking for the City of Quebec, represented that Quebec is the distribution point for the area concerned, not only for passengers and goods, but for all economic activities. He enumerated 4 economic zones, namely South Shore of the St. Lawrence, including the Gaspe Peninsula; the North Shore of the St. Lawrence, including Ungava; the Saguenay District, including Chicoutimi, Lake St. John, and the mining area to the north; and lastly the Abitibi District. He seemed mainly concerned with impressing upon the Board that there should be no monopoly in the use of the Quebec City airport at Ancienne Lorette and that nothing should be done to prevent the establishment of an international service between Quebec City and New York City. He asked for improvement in the service between Quebec and Montreal so that a Quebecker could go to Montreal, transmit his business, and return on the same day.

The Rev. Father Joseph Thibeault, representing Service d'Aviation Charlevoix-Saguenay, stated his opinion that the public convenience and necessity definitely requires air service along the north shore of the St. Lawrence.

P. E. Casgrain, K.C., representing the Town of Rimouski, requested that the evidence taken at the Board Hearing at Rimouski on September 17, 1946, be taken into consideration by the Board in its review of these licences. He represented that the licensee does not serve Rimouski and that he abandoned service to Rimouski without proper authorization, and that such service to Rimouski as the licensee proposes to render in the future is only for the purposes of excluding other operators. He alleged the licensee of not respecting its commitments in respect of the maintenance of the airfield at Rimouski. The Town of Rimouski can have no objection to the licensee serving Mont Joli but it does object to the idea that, by serving Mont Joli, Rimouski should be considered as being adequately served. He recited at some length the geography and economic factors which make Rimouski the most important focal point for trade, traffic and social services in the region and claimed that the great majority of traffic for the North Shore originates at or passes through Rimouski and, furthermore,

that the majority of traffic leaving the North Shore was not interested in travelling further than the South Shore. In conclusion, he represented that, if the licensee would undertake in good faith to render service to Rimouski at Rimouski airport to the satisfaction of the citizens of Rimouski the Town would have no objection to the licensee retaining Rimouski as a point on its licence, but on the other hand, if such service cannot be guaranteed, then Rimouski should be taken off the licence and left free for the operation of a service between Rimouski and the North Shore by another carrier.

Mr. Fafard, for the Town of Matane, represented that the licensee had acted in respect of Matane in somewhat similar fashion to the manner in which he had treated Rimouski. He expressed the fear that the proposed scheduled filed at the hearing would turn out to be merely a paper service. He said that Matane is an important outlet for labour travelling to the North Shore, and that the town attaches great importance to having air service from its own airport. If the citizens of the town have gone to the expense of furnishing an adequate airport, they demand that service to that airport should not be exclusive and, consequently, if Matane is retained as a point on the route to be served by the licensee, this should not militate in any way against other applications which might be received for services between Matane and the North Shore.

Mr. Gagnier stated that he represented a new aviation enterprise founded by a group of veterans and he pleaded that in granting or extending any licences for the favour of the licensee, the Board should bear in mind that a certain field of enterprise should be left clear for his company and other companies may apply to furnish air transportation in the region.

LICENCES CTC(AT) 86, 87

Representations by Licensee

The licensee, Quebec Airways Ltd., presented evidence relating to the history of the licences, the nature of the operations and the facilities available. The licensee represented that 85% of the service for goods and passengers has been rendered on a non-scheduled charter basis, and that the traffic from Senneterre and Roberval does not require regular scheduled runs but can more appropriately be served by small float or ski equipped aircraft on a charter basis.

Representations by other parties

Arthur Fecteau represented that the district depending upon the base at Senneterre could best be served by n.s. charter service and that the licence No. 86 should be cancelled, as the naming of the points thereon imposed severe restriction on non-scheduled operators.

SECTION 9

SUMMARY

From a review of the economic characteristics of the area; the available statistical data pertaining to existing air services subject to the review, and having regard to the nature, extent and frequency of the railway, highway and water transportation facilities which are presently available for the service of the public concerned in the area, it would appear that the undermentioned commercial air services would be satisfactory and would adequately meet the present needs of the communities involved.

(a) A commercial air service (scheduled) of a relatively high frequency serving points which the economic analysis shows to be the principal points in the area from the standpoint of air transportation; these points are Montreal, Quebec, Chicoutimi, Forestville, Mont-Joli, Baie Comeau, Seven Islands, with possibly a temporary air service to Port Menier on Anticosti Island; the last mentioned point because of the contemplated development of the timber resources of Anticosti Island which may, however, be of a temporary nature. The service referred to in this paragraph should be performed by multi-engine aircraft of the medium airline type.

(b) A commercial air service (scheduled) during the winter time, that is to say, during the season of closed navigation, from Baie Comeau and/or Seven Islands along the North Shore of the St. Lawrence River, to serve the undermentioned points: Forestville, Mont-Joli, Bersimis, Baie Comeau, Franquelin, Godbout, Trinity Bay, Pentecote, Shelter Bay, Clarke City, Seven Islands, Moisie, Riviere-au-Tonnerre, Mingan, Havre St. Pierre, Natashquan, Harrington Harbour, Blanc Sablon. This service would necessarily require to be performed by a smaller type of aircraft than the service referred to in (a) above because of the inferior landing facilities, and because of the local nature of the service.

(c) Charter services based upon one or more points such as Rimouski or Matane, because of the community of interest which exists between these points on the South Shore and a considerable part of the area along the North Shore, and because of the fact that a large number of the personnel required for the bush operations on the north shore are drawn from the

Gaspe Peninsula and the adjoining area, and because of the seasonal nature of the transportation requirements. This service would have to be performed by a small type of multi-engine aircraft capable of landing on the small airfields on the North Shore.

(d) A commercial air service (scheduled) of low frequency between Roberval or St. Felicien and Dore Lake, because of the mining development in the Chibougamau area which, at present, lacks transportation facilities.

(e) The establishment of bases for charter operators, to provide for the exploration, prospecting and other incidental services which may be required from time to time in this area.